Washington State Department of Transportation

2004 Annual State Highway Collision Data Summary

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Introduction

The Motor Vehicle Laws of the state of Washington require that a standard Traffic Accident Report form must be submitted when as injury of death to any person, or damage to the property of any person to an apparent extent of seven hundred dollars or more. If a collision is not investigated and reported by an officer, the operators of any involved vehicles must submit their own independent Traffic Accident Report (as stated in RCW 46.52.030 and WAC 446-85-010).

Located within the Washington State Department of Transportation's (WSDOT) Strategic Planning and Programming Division, the Transportation Data Office (TDO) is responsible for collecting, processing, analyzing and disseminating traffic, roadway and collision data pertaining to all roadways in Washington State. The source used for all collision information contained in this summary report originates from collision reports submitted by officers and citizens. TDO staff reviews the submitted collision reports in order to determine the appropriate location and other relevant collision data. The data is then made available to the TDO's Collision Data mart, where it is analyzed and truly becomes valuable information. This information is used by a variety of customers including: the Regions and Divisions within WSDOT, the Federal Highway Administration (FHWA), other Washington State government agencies, and public or private organizations.

This report covers collisions on all State Highways in Washington State for the year 2004. Tables and charts will be used to show frequency and rate of collisions, multi-year trends, collision types, contributing circumstances and other factors.

The totals contained in this report reflect available data as of March 1, 2006.

Contact Information: WSDOT - Collision Data and Analysis Branch (360) 570-2451

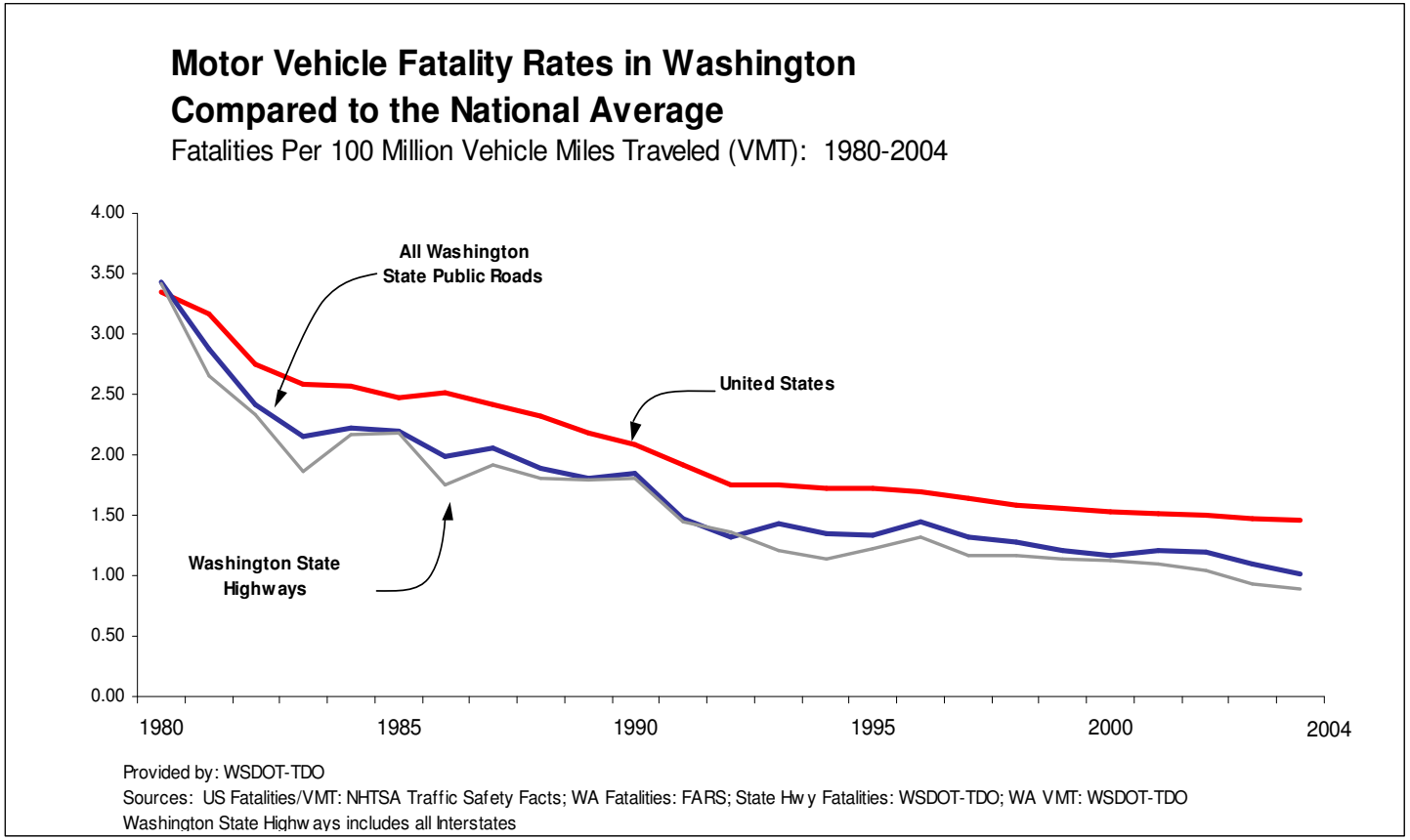
WSDOT provides the data in this report with the understanding that it will not be used, contrary to the restrictions in United States Code 23 Section 409, in discovery or as evidence at trial in any action for damages against WSDOT, the State of Washington, or any other jurisdiction involved in the locations mentioned in the data. These entities expressly reserve the right, under Section 409, to object to the use of the data, including any opinions drawn from the data.

ROGER E. HORTON
Transportation Data Office General Manager
Strategic Planning and Programming Division
Washington State Department of Transportation

Overview

U.S. Fatality Rate vs. Washington State Trend Line

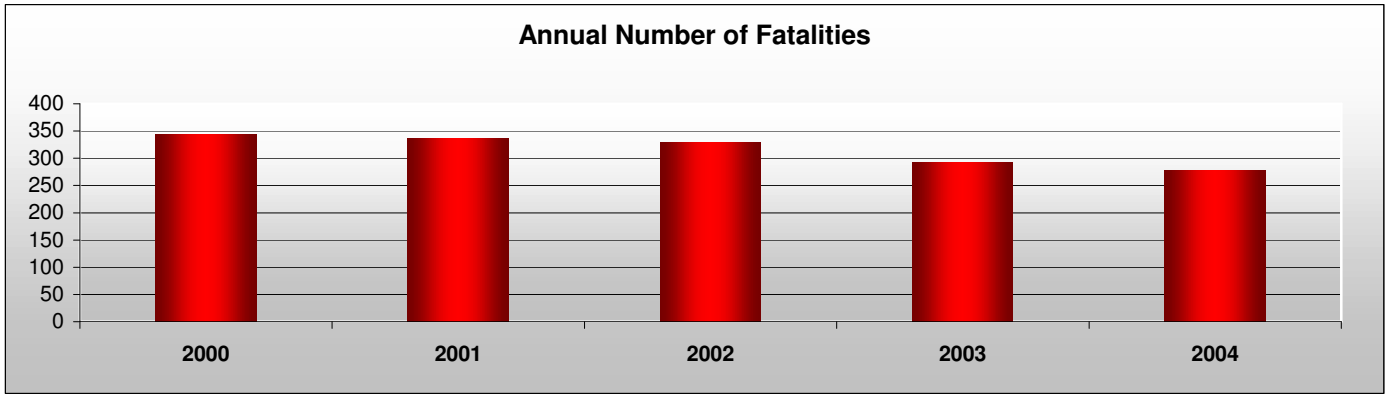
	United States	All Washington Roads	Washington State Highways
1980	3.35	3.43	3.42
1981	3.17	2.88	2.66
1982	2.76	2.42	2.34
1983	2.58	2.15	1.87
1984	2.57	2.23	2.16
1985	2.47	2.20	2.18
1986	2.51	1.98	1.75
1987	2.41	2.05	1.91
1988	2.32	1.88	1.81
1989	2.17	1.81	1.79
1990	2.08	1.85	1.80
1991	1.91	1.47	1.45
1992	1.75	1.32	1.36
1993	1.75	1.42	1.20
1994	1.73	1.34	1.14
1995	1.73	1.33	1.22
1996	1.69	1.45	1.32
1997	1.64	1.32	1.17
1998	1.58	1.27	1.17
1999	1.55	1.21	1.14
2000	1.53	1.17	1.13
2001	1.51	1.21	1.10
2002	1.51	1.20	1.04
2003	1.48	1.09	0.93
2004	1.46	1.01	0.89

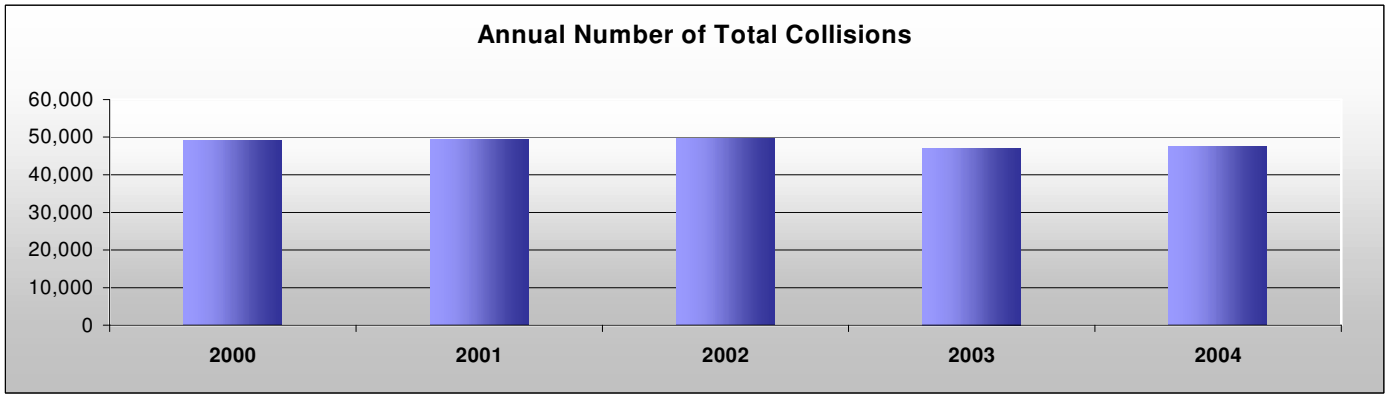


Since 1980, the United States Fatality Rate has declined 56%. During this same period, Washington State has experienced an even greater decrease: 70% for all public roads and 74% for State Highways.

Overview of Traffic Collisions – 5 year comparison

YEAR	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVLOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
2000	49,109	**303**	**1,078**	**5,937**	**13,626**	**20,641**	28,165	**344**	**31,038**	1,393	7,661	**21,307**	92,183	2,377	3,076
2001	49,452	290	1,069	5,918	13,534	20,521	28,641	336	30,804	**1,432**	**7,797**	20,987	93,311	2,439	3,129
2002	**49,617**	290	1,015	5,630	13,079	19,724	**29,603**	329	29,196	1,284	7,372	20,540	**93,663**	**2,659**	**3,272**
2003	47,150	258	852	4,934	12,525	18,311	28,581	292	26,891	1,077	6,480	19,334	88,728	2,447	3,069
2004	47,609	248	857	4,868	12,155	17,880	29,481	279	26,240	1,072	6,461	18,707	89,822	2,554	3,114
TOTAL	242,937	1,389	4,871	27,287	64,919	97,077	144,471	1,580	144,169	6,258	35,771	100,875	457,707	12,476	15,660





Fatalities have dropped 19% since 2000. All other injury type collisions have followed the same downward trend.

Total collisions have declined 3% over the last 5 years.

Important Notation:
Throughout the Annual Summary Report, please note the distinction between the number of collisions and the actual number of people injured or killed, i.e., one fatal collision may have three fatalities or "people" killed.

Traffic Deaths, Injuries and Collisions by County

COUNTY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVLOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
Adams	223	3	11	46	26	83	137	3	147	13	79	55	313	14	15
Asotin	62	0	2	9	12	23	39	0	29	3	11	15	119	2	2
Benton	761	13	12	119	153	284	464	13	422	18	160	244	1,333	35	43
Chelan	655	8	15	92	137	244	403	8	373	19	134	220	1,116	23	31
Clallam	538	8	15	77	105	197	333	12	296	25	109	162	918	29	39
Clark	1,865	10	40	201	523	764	1,091	10	1,133	45	267	821	3,555	134	158
Columbia	25	0	2	5	4	11	14	0	20	3	7	10	33	2	2
Cowlitz	791	3	21	112	177	310	478	4	465	24	152	289	1,310	36	42
Douglas	215	3	8	42	40	90	122	6	165	14	71	80	347	15	22
Ferry	65	4	8	15	5	28	33	4	44	10	25	9	71	7	8
Franklin	278	1	8	41	41	90	187	1	131	9	52	70	437	19	20
Garfield	47	0	0	7	5	12	35	0	17	0	11	6	56	2	3
Grant	503	10	11	106	95	212	281	10	341	16	160	165	817	40	42
Grays Harbor	733	2	29	80	139	248	483	2	348	32	112	204	1,206	43	57
Island	367	1	9	39	98	146	220	1	216	13	45	158	665	26	35
Jefferson	263	6	7	58	41	106	151	6	147	10	76	61	396	22	24
King	15,336	40	192	1,113	4,232	5,537	9,759	47	7,928	230	1,398	6,300	31,050	702	894
Kitsap	1,565	7	25	151	359	535	1,023	7	770	27	204	539	3,011	67	97
Kittitas	699	8	12	117	106	235	456	8	340	14	150	176	946	33	40
Klickitat	224	5	11	36	36	83	136	5	122	15	51	56	307	10	14
Lewis	731	9	25	99	134	258	464	13	400	44	133	223	1,171	45	53
Lincoln	152	1	6	33	25	64	87	1	98	8	39	51	191	7	8
Mason	475	5	17	79	89	185	285	5	271	26	107	138	757	47	56
Okanogan	298	3	13	59	47	119	176	4	170	17	78	75	419	13	21
Pacific	252	1	12	34	42	88	163	1	119	12	43	64	370	29	33
Pend Oreille	131	3	5	24	23	52	76	3	82	5	34	43	179	9	11
Pierce	5,973	27	81	518	1,825	2,424	3,522	28	3,645	106	665	2,874	11,857	366	432
San Juan	1	0	0	0	0	0	1	0	0	0	0	0	3	0	0
Skagit	1,195	10	18	146	292	456	729	12	678	24	192	462	2,159	65	75
Skamania	95	0	6	18	10	34	61	0	42	7	22	13	130	5	7
Snohomish	6,346	15	82	547	1,698	2,327	4,004	16	3,371	95	725	2,551	12,624	320	381
Spokane	2,559	11	52	297	702	1,051	1,497	14	1,600	64	391	1,145	4,853	136	156
Stevens	241	1	10	43	45	98	142	1	150	10	72	68	354	15	19
Thurston	1,270	6	17	120	327	464	800	7	626	20	153	453	2,294	62	77
Wahkiakum	53	0	2	8	8	18	35	0	21	2	9	10	63	7	9
Walla Walla	261	3	12	44	45	101	157	3	143	13	55	75	408	15	18
Whatcom	1,217	3	20	162	314	496	718	3	747	24	217	506	2,203	68	78
Whitman	384	4	16	61	49	126	254	4	197	21	89	87	584	14	17
Yakima	747	14	25	110	139	274	459	17	417	33	165	219	1,170	69	74

Traffic Deaths, Injuries and Collisions – Cities over 10,000 Population

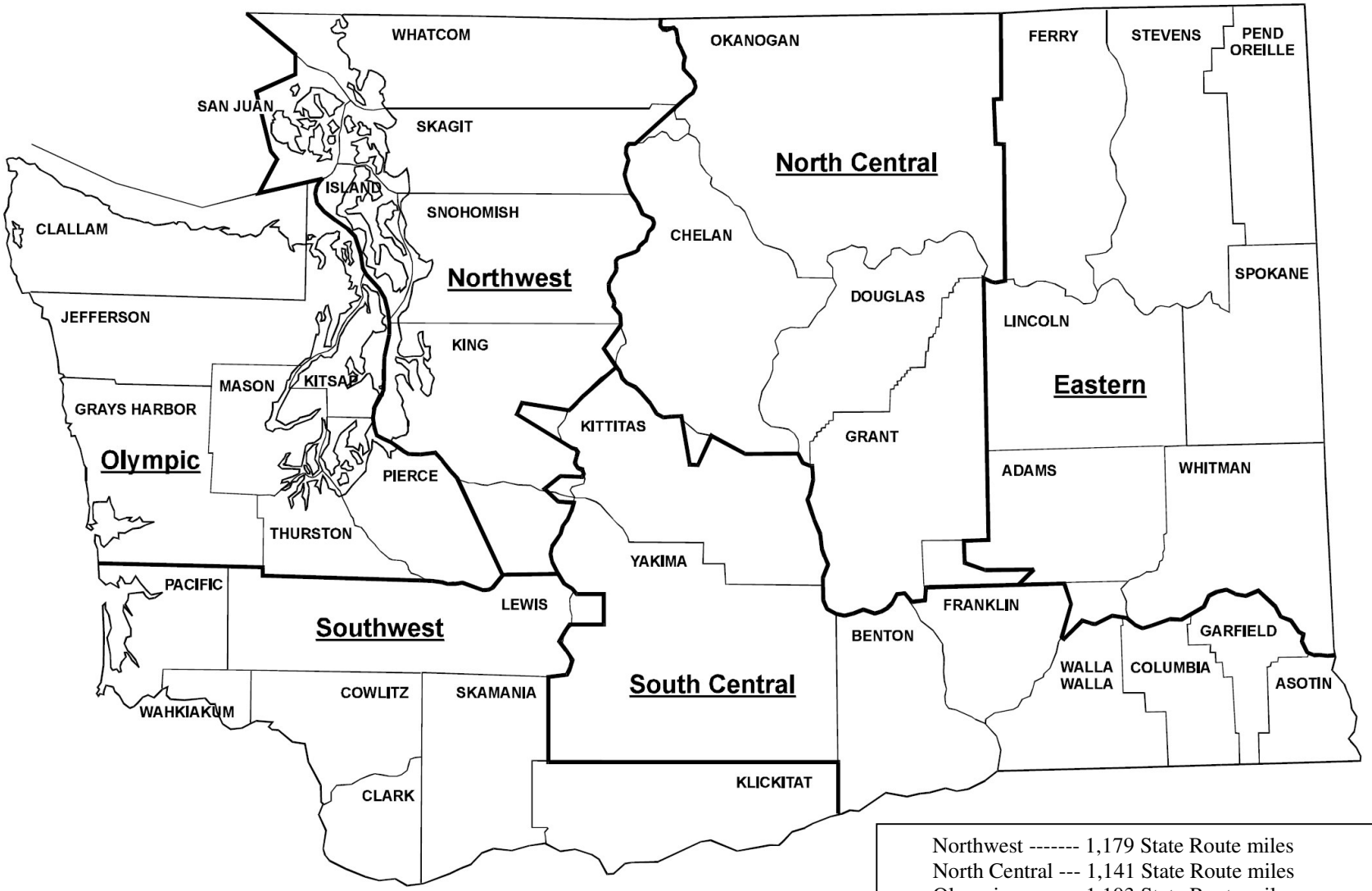
	Population	Number of Fatalities	Number of Injuries	Number of Collisions	VMT	Collision Rate
250,000 and over						
Seattle	572,600	13	2,299	4,465	1,996,274,191	2.24
100,000 to 250,000						
Spokane	197,400	5	786	1,250	379,405,021	3.29
Tacoma	196,800	5	1,211	2,184	730,681,937	2.99
Vancouver	152,900	5	544	875	556,248,477	1.57
Bellevue	116,500	0	578	1,265	760,067,802	1.66
60,000 to 100,000						
Everett	96,840	2	674	1,375	623,646,950	2.20
Kent	84,560	4	619	1,381	629,915,416	2.19
Spokane Valley	83,950	0	304	514	370,003,968	1.39
Federal Way	83,590	3	574	1,046	548,359,363	1.91
Yakima	79,480	1	57	107	95,500,980	1.12
Bellingham	71,080	0	269	515	224,503,101	2.29
22,500 to 60,000						
Lakewood	59,010	0	283	468	311,575,538	1.50
Kennewick	58,970	1	118	242	111,040,534	2.18
Renton	55,360	1	692	1,154	488,687,320	2.36
Shoreline	52,740	0	238	464	255,365,833	1.82
Redmond	46,900	0	129	431	176,423,827	2.44
Auburn	46,135	1	240	460	268,635,613	1.71
Kirkland	45,800	1	176	365	313,645,938	1.16
Olympia	43,040	1	120	254	207,326,899	1.23
Richland	42,660	0	120	246	181,768,160	1.35
Pasco	40,840	1	80	179	175,941,841	1.02
Edmonds	39,620	0	230	330	64,071,662	5.15
Bremerton	37,520	0	233	515	139,066,146	3.70
Sammamish	36,560	0	1	3	1,427,325	2.10
Puyallup	35,690	2	231	400	140,944,542	2.84
Longview	35,340	1	102	146	56,565,671	2.58
Lynnwood	34,540	3	441	866	220,737,039	3.92
Lacey	32,530	1	64	160	157,956,550	1.01
Burien	31,130	0	59	96	46,608,248	2.06
Bothell	30,930	0	280	579	281,857,427	2.05
Walla Walla	30,500	0	35	61	23,682,390	2.58
Des Moines	29,020	0	80	113	24,831,319	4.55
Marysville	28,800	0	63	140	47,440,766	2.95
Wenatchee	28,760	0	100	213	50,010,428	4.26
Mount Vernon	27,720	0	115	250	90,439,393	2.76
Pullman	25,905	0	46	115	32,663,368	3.52
SeaTac	25,130	0	257	469	359,759,100	1.30

	Population	Number of Fatalities	Number of Injuries	Number of Collisions	VMT	Collision Rate
15,000 to 22,500						
Mercer Island	21,830	0	47	102	182,440,750	0.56
Bainbridge Island	21,760	0	36	75	45,078,705	1.66
Oak Harbor	20,940	0	47	87	23,783,334	3.66
Mountlake Terrace	20,390	0	87	153	134,402,687	1.14
Mukilteo	19,220	0	64	161	47,644,282	3.38
Kenmore	19,170	0	71	124	31,423,876	3.95
Port Angeles	18,530	0	81	185	32,601,220	5.67
Tukwila	17,240	3	507	822	541,958,855	1.52
Aberdeen	16,410	0	119	251	54,131,329	4.64
Ellensburg	16,390	0	4	13	2,700,624	4.81
Maple Valley	16,280	1	36	81	33,167,627	2.44
Moses Lake	16,110	0	60	113	75,147,883	1.50
Issaquah	15,510	0	51	154	115,572,717	1.33
Monroe	15,480	0	75	193	38,401,559	5.03
Anacortes	15,470	0	61	106	68,263,468	1.55
Camas	15,360	1	29	48	48,288,219	0.99
Centralia	15,200	0	74	162	58,949,865	2.75
Covington	15,190	1	40	73	29,325,104	2.49
10,000 to 15,000						
Arlington	14,700	1	69	170	74,245,347	2.29
Sunnyside	14,520	0	8	14	12,199,475	1.15
Battle Ground	14,220	0	33	54	19,788,909	2.73
Bonney Lake	13,740	0	85	143	47,720,856	3.00
Tumwater	12,850	0	78	198	133,759,532	1.48
Lake Forest Park	12,770	0	76	115	43,949,084	2.62
Mill Creek	12,760	1	54	118	33,857,491	3.49
Kelso	11,800	0	104	190	128,415,293	1.48
Enumclaw	11,160	0	17	48	21,238,211	2.26
Washougal	10,770	1	28	37	16,922,991	2.19
Lynden	10,010	0	11	17	4,705,547	3.61

Only cities containing State Highway collisions are represented

WSDOT Regions

WSDOT Regional Boundary Map



Northwest ------- 1,179 State Route miles
North Central --- 1,141 State Route miles
Olympic --------- 1,103 State Route miles
Southwest ---------- 987 State Route miles
South Central ----1,068 State Route miles
Eastern ---------- 1,568 State Route miles

2004 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS
STATEWIDE

RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Billions)	4.04	1.78	1.04	4.49	11.35
Miles of Highway	1,981	1,629	1,657	467	5,734
Total Accidents	4,466	2,294	1,536	2,431	10,727
Accident Rate (1)	**1.11**	**1.29**	**1.48**	**0.54**	**0.95**
Property Damage Only Accidents	2,665	1,235	866	1,566	6,332
Property Damage Only Accident Rate (1)	**0.66**	**0.69**	**0.83**	**0.35**	**0.56**
Injury Accidents	1,741	1,012	651	841	4,245
Injury Accident Rate (1)	**0.43**	**0.57**	**0.63**	**0.19**	**0.37**
Fatal Accidents	60	47	19	24	150
Fatal Accident Rate (2)	**1.49**	**2.64**	**1.83**	**0.53**	**1.32**

URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	8.43	0.97	0.01	10.79	20.20
Miles of Highway	784	223	8	297	1,311
Total Accidents	19,933	2,817	20	14,161	36,931
Accident Rate (1)	**2.36**	**2.90**	**	**1.31**	**1.83**
Property Damage Only Accidents	12,314	1,747	11	9,115	23,187
Property Damage Only Accident Rate (1)	**1.46**	**1.80**	**	**0.84**	**1.15**
Injury Accidents	7,564	1,060	8	5,014	13,646
Injury Accident Rate (1)	**0.90**	**1.09**	**	**0.46**	**0.68**
Fatal Accidents	55	10	1	32	98
Fatal Accident Rate (2)	**0.65**	**1.03**	**	**0.30**	**0.49**

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	12.47	2.74	1.05	15.28	31.56
Miles of Highway	2,765	1,852	1,665	764	7,046
Total Accidents	24,399	5,111	1,556	16,592	47,658
Accident Rate (1)	**1.96**	**1.87**	**1.48**	**1.09**	**1.51**
Property Damage Only Accidents	14,979	2,982	877	10,681	29,519
Property Damage Only Accident Rate (1)	**1.20**	**1.09**	**0.84**	**0.70**	**0.94**
Injury Accidents	9,305	2,072	659	5,855	17,891
Injury Accident Rate (1)	**0.75**	**0.76**	**0.63**	**0.38**	**0.57**
Fatal Accidents	115	57	20	56	248
Fatal Accident Rate (2)	**0.92**	**2.08**	**1.90**	**0.37**	**0.79**

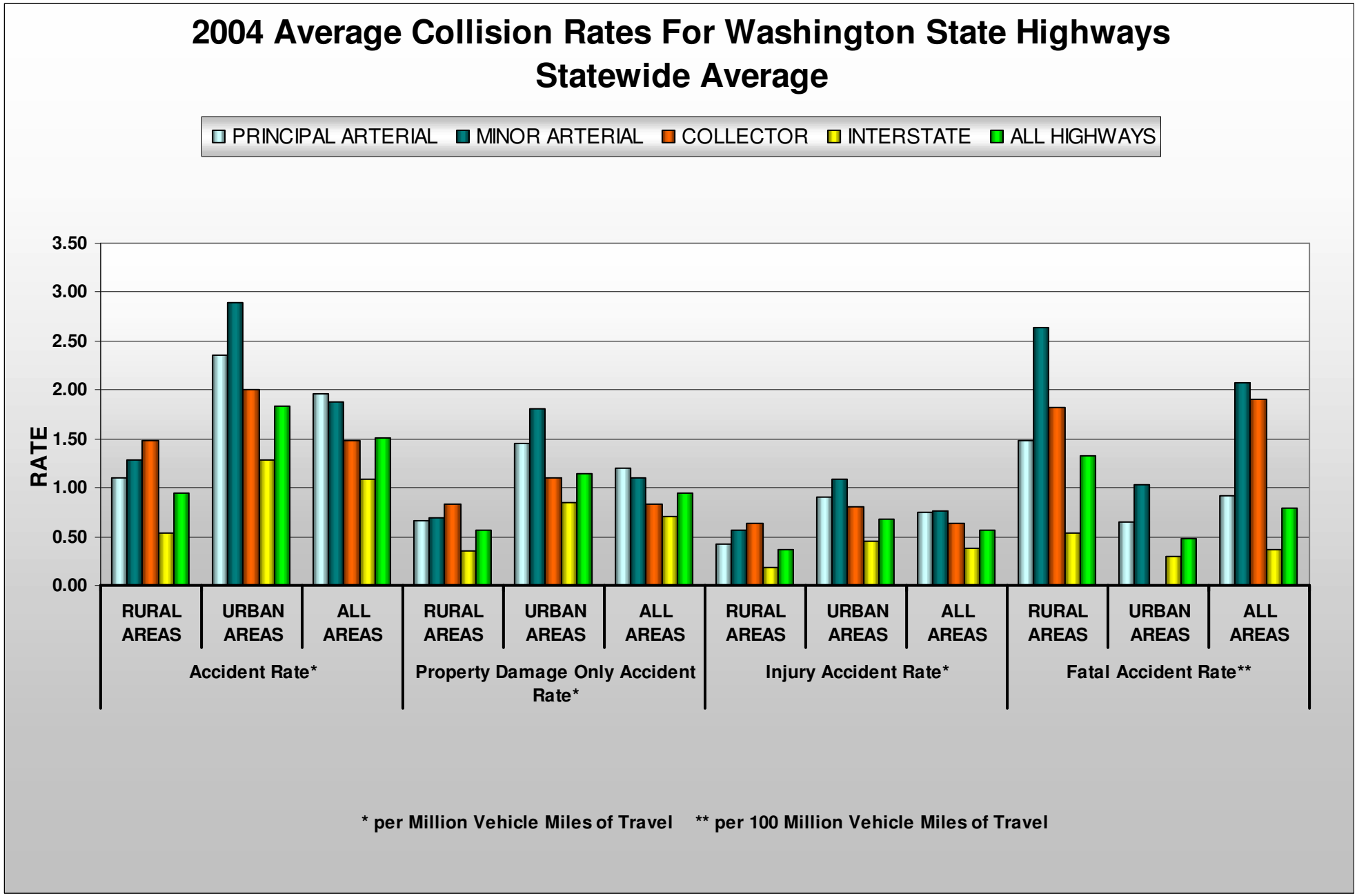
(1) Per Million Vehicle Miles of Travel
(2) Per 100 Million Vehicle Miles of Travel
*See Glossary
**With less than .02 miles traveled, a representative rate is not comparable.

The total collision rate for rural highways is approximately half that of urban highways, however the rural fatal collision rate is more than twice as high as the urban rate.

On a statewide basis there is an average of 29 collisions per day in rural areas and 101 collisions per day in urban areas.

For every state highway mile there are 6.8 collisions occurring annually with 4.2 of these being property damage only collisions.

Average Collision Rates by Functional Class - Statewide



Northwest Region

2004 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS
Northwest Region

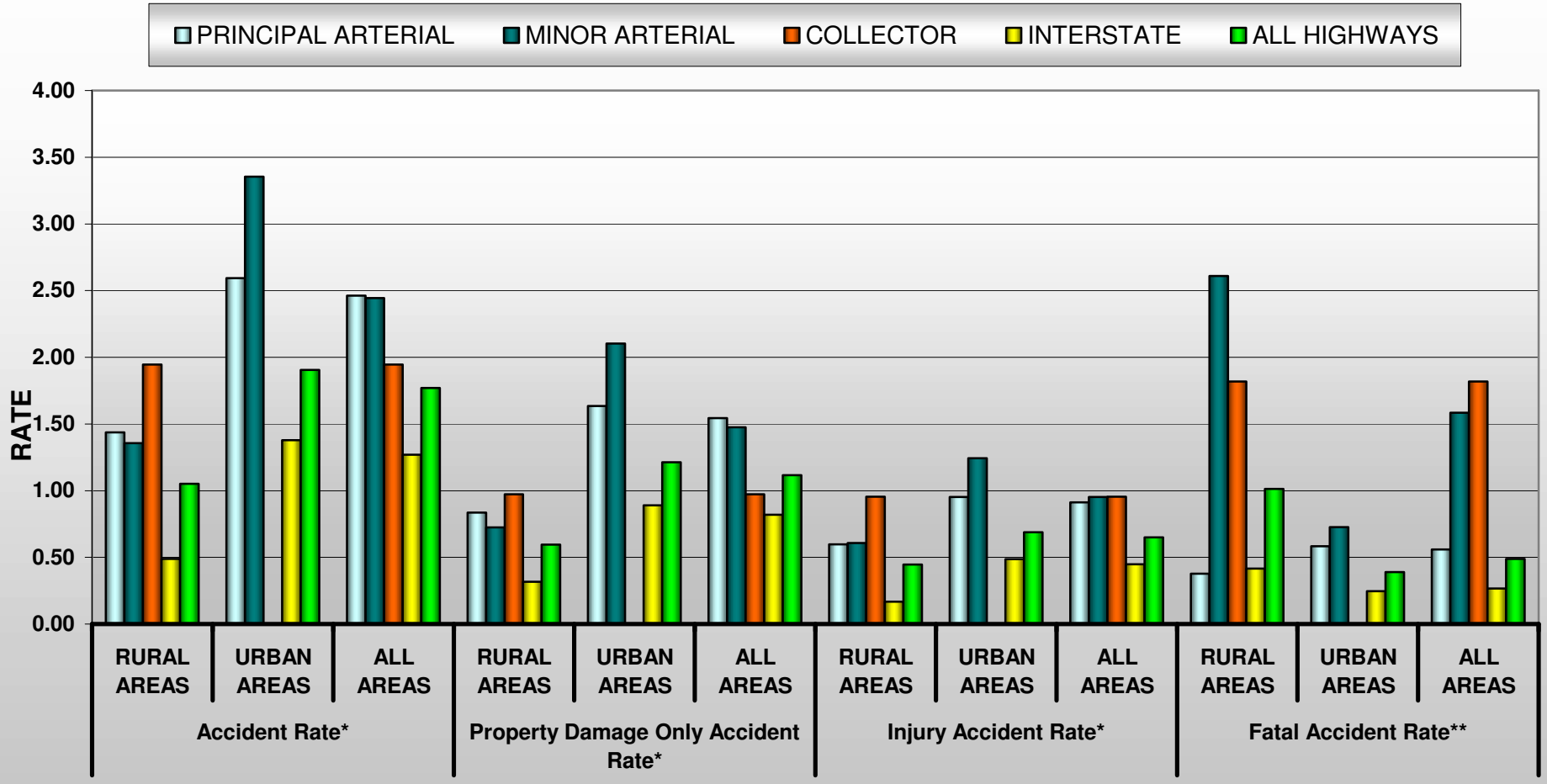
RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Billions)	0.53	0.46	0.22	0.96	2.17
Miles of Highway	133.79	255.98	159.14	57.61	606.52
Total Accidents	762	624	428	468	2,282
Accident Rate (1)	**1.44**	**1.36**	**1.95**	**0.49**	**1.05**
Property Damage Only Accidents	443	333	214	304	1,294
Property Damage Only Accident Rate (1)	**0.84**	**0.72**	**0.97**	**0.32**	**0.60**
Injury Accidents	317	279	210	160	966
Injury Accident Rate (1)	**0.60**	**0.61**	**0.95**	**0.17**	**0.45**
Fatal Accidents	2	12	4	4	22
Fatal Accident Rate (2)	**0.38**	**2.61**	**1.82**	**0.42**	**1.01**

URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	4.12	0.55	0.00	6.90	11.57
Miles of Highway	327.51	103.42	0.00	141.43	572.36
Total Accidents	10,683	1,845	0	9,511	22,039
Accident Rate (1)	**2.59**	**3.35**	**	**1.38**	**1.90**
Property Damage Only Accidents	6,735	1,157	0	6,140	14,032
Property Damage Only Accident Rate (1)	**1.63**	**2.10**	**	**0.89**	**1.21**
Injury Accidents	3,924	684	0	3,354	7,962
Injury Accident Rate (1)	**0.95**	**1.24**	**	**0.49**	**0.69**
Fatal Accidents	24	4	0	17	45
Fatal Accident Rate (2)	**0.58**	**0.73**	**	**0.25**	**0.39**

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	4.65	1.01	0.22	7.86	13.74
Miles of Highway	461.30	359.40	159.14	199.04	1,178.88
Total Accidents	11,445	2,469	428	9,979	24,321
Accident Rate (1)	**2.46**	**2.44**	**1.95**	**1.27**	**1.77**
Property Damage Only Accidents	7,178	1,490	214	6,444	15,326
Property Damage Only Accident Rate (1)	**1.54**	**1.48**	**0.97**	**0.82**	**1.12**
Injury Accidents	4,241	963	210	3,514	8,928
Injury Accident Rate (1)	**0.91**	**0.95**	**0.95**	**0.45**	**0.65**
Fatal Accidents	26	16	4	21	67
Fatal Accident Rate (2)	**0.56**	**1.58**	**1.82**	**0.27**	**0.49**

(1) Per Million Vehicle Miles of Travel
(2) Per 100 Million Vehicle Miles of Travel
*See Glossary
**With less than .02 miles traveled, a representative rate is not comparable

2004 Average Collision Rates For Washington State Highways
Northwest Region



* per Million Vehicle Miles of Travel ** per 100 Million Vehicle Miles of Travel

North Central Region

2004 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS
North Central Region

RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Billions)	0.65	0.39	0.08	0.22	1.34
Miles of Highway	422.13	472.34	139.95	48.90	1,083.32
Total Accidents	691	416	93	100	1,300
Accident Rate (1)	**1.06**	**1.07**	**1.16**	**0.45**	**0.97**
Property Damage Only Accidents	388	242	60	56	746
Property Damage Only Accident Rate (1)	**0.60**	**0.62**	**0.75**	**0.25**	**0.56**
Injury Accidents	290	167	31	42	530
Injury Accident Rate (1)	**0.45**	**0.43**	**0.39**	**0.19**	**0.40**
Fatal Accidents	13	7	2	2	24
Fatal Accident Rate (2)	**2.00**	**1.79**	**2.50**	**0.91**	**1.79**

URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	0.23	0.01	0.00	0.03	0.27
Miles of Highway	47.37	4.53	0.00	5.32	57.22
Total Accidents	501	15	0	16	532
Accident Rate (1)	**2.18**	**	**	**0.53**	**1.97**
Property Damage Only Accidents	317	9	0	9	335
Property Damage Only Accident Rate (1)	**1.38**	**	**	**0.30**	**1.24**
Injury Accidents	182	5	0	7	194
Injury Accident Rate (1)	**0.79**	**	**	**0.23**	**0.72**
Fatal Accidents	2	1	0	0	3
Fatal Accident Rate (2)	**0.87**	**	**	**0.00**	**1.11**

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	0.88	0.40	0.08	0.25	1.61
Miles of Highway	469.50	476.87	139.95	54.22	1,140.54
Total Accidents	1,192	431	93	116	1,832
Accident Rate (1)	**1.35**	**1.08**	**1.16**	**0.46**	**1.14**
Property Damage Only Accidents	705	251	60	65	1,081
Property Damage Only Accident Rate (1)	**0.80**	**0.63**	**0.75**	**0.26**	**0.67**
Injury Accidents	472	172	31	49	724
Injury Accident Rate (1)	**0.54**	**0.43**	**0.39**	**0.20**	**0.45**
Fatal Accidents	15	8	2	2	27
Fatal Accident Rate (2)	**1.70**	**2.00**	**2.50**	**0.80**	**1.68**

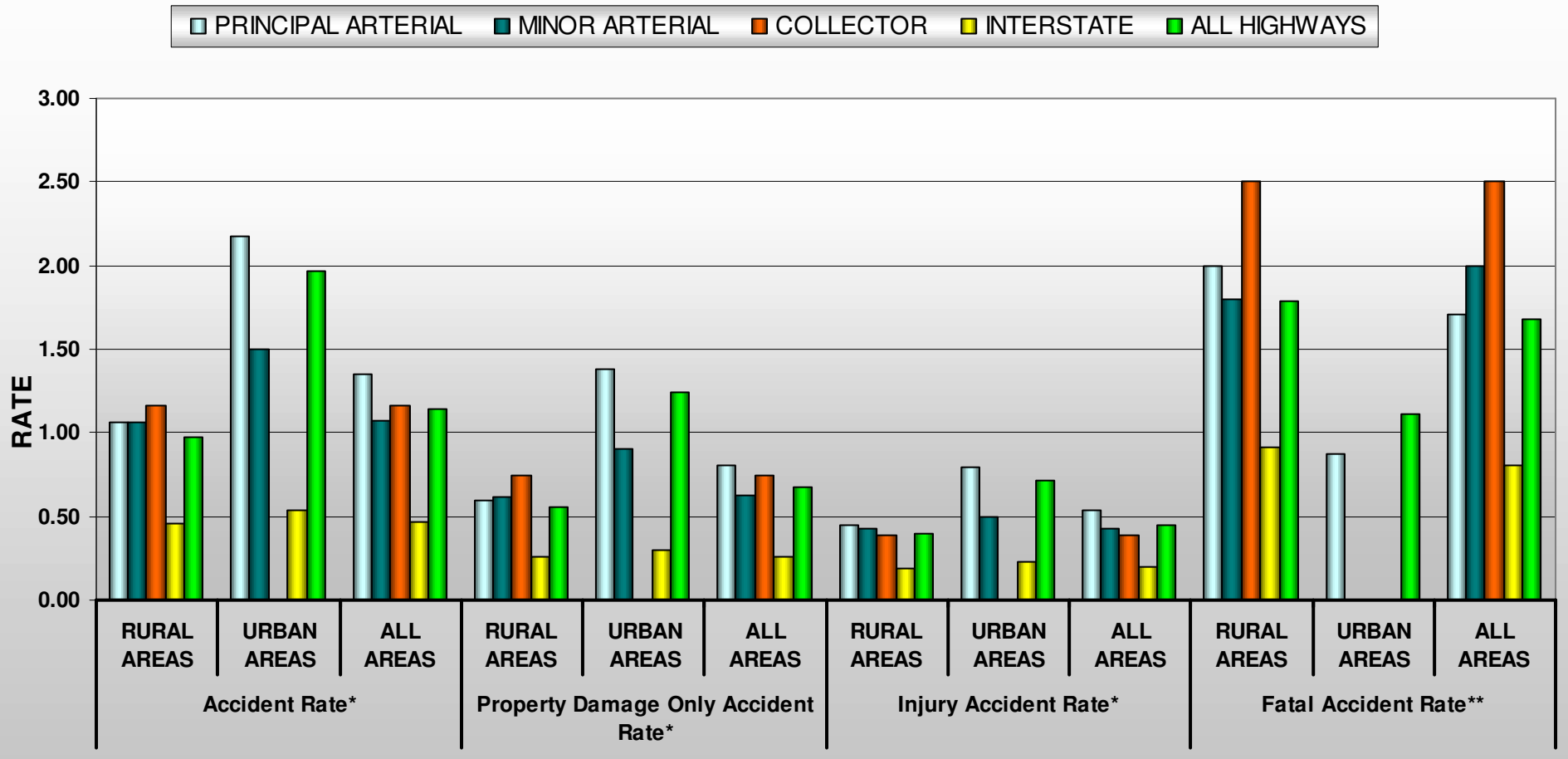
(1) Per Million Vehicle Miles of Travel
(2) Per 100 Million Vehicle Miles of Travel
*See Glossary
**With less than .02 miles traveled, a representative rate is not comparable

The North Central Region has the highest overall fatal and rural fatal accident rates.

North Central Region averages 5 accidents per day on State Highways. 95% of North Central Region's State Routes are Rural accounting for 3.6 of these daily collisions.

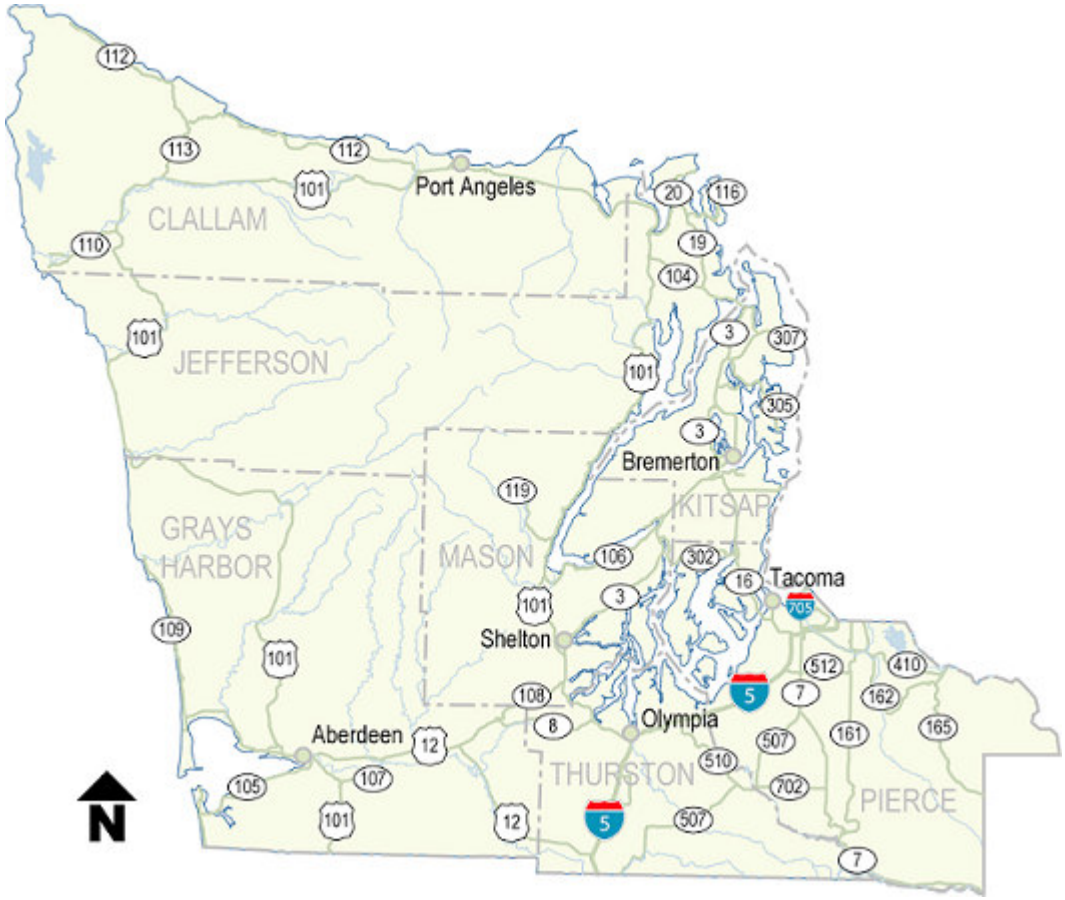
This Region has the smallest number of urban highway miles.

2004 Average Collision Rates For Washington State Highways
North Central Region



* per Million Vehicle Miles of Travel ** per 100 Million Vehicle Miles of Travel

Olympic Region



2004 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS
Olympic Region

RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Billions)+A45	1.19	0.38	0.14	0.39	2.10
Miles of Highway	414.20	177.27	191.98	16.07	799.52
Total Accidents	1,266	619	244	214	2,343
Accident Rate (1)	**1.06**	**1.63**	**1.74**	**0.55**	**1.12**
Property Damage Only Accidents	754	310	137	143	1,344
Property Damage Only Accident Rate (1)	**0.63**	**0.82**	**0.98**	**0.37**	**0.64**
Injury Accidents	490	299	104	70	963
Injury Accident Rate (1)	**0.41**	**0.79**	**0.74**	**0.18**	**0.46**
Fatal Accidents	22	10	3	1	36
Fatal Accident Rate (2)	**1.85**	**2.63**	**2.14**	**0.26**	**1.71**

URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	2.55	0.24	0.00	1.76	4.55
Miles of Highway	203.67	60.58	0.00	39.41	303.66
Total Accidents	5,303	605	0	2,559	8,467
Accident Rate (1)	**2.08**	**2.52**	**	**1.45**	**1.86**
Property Damage Only Accidents	3,242	373	0	1,636	5,251
Property Damage Only Accident Rate (1)	**1.27**	**1.55**	**	**0.93**	**1.15**
Injury Accidents	2,047	229	0	915	3,191
Injury Accident Rate (1)	**0.80**	**0.95**	**	**0.52**	**0.70**
Fatal Accidents	14	3	0	8	25
Fatal Accident Rate (2)	**0.55**	**1.25**	**	**0.45**	**0.55**

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	3.74	0.62	0.14	2.15	6.65
Miles of Highway	617.87	237.85	191.98	55.48	1,103.18
Total Accidents	6,569	1,224	244	2,773	10,810
Accident Rate (1)	**1.76**	**1.97**	**1.74**	**1.29**	**1.63**
Property Damage Only Accidents	3,996	683	137	1,779	6,595
Property Damage Only Accident Rate (1)	**1.07**	**1.10**	**0.98**	**0.83**	**0.99**
Injury Accidents	2,537	528	104	985	4,154
Injury Accident Rate (1)	**0.68**	**0.85**	**0.74**	**0.46**	**0.62**
Fatal Accidents	36	13	3	9	61
Fatal Accident Rate (2)	**0.96**	**2.10**	**2.14**	**0.42**	**0.92**

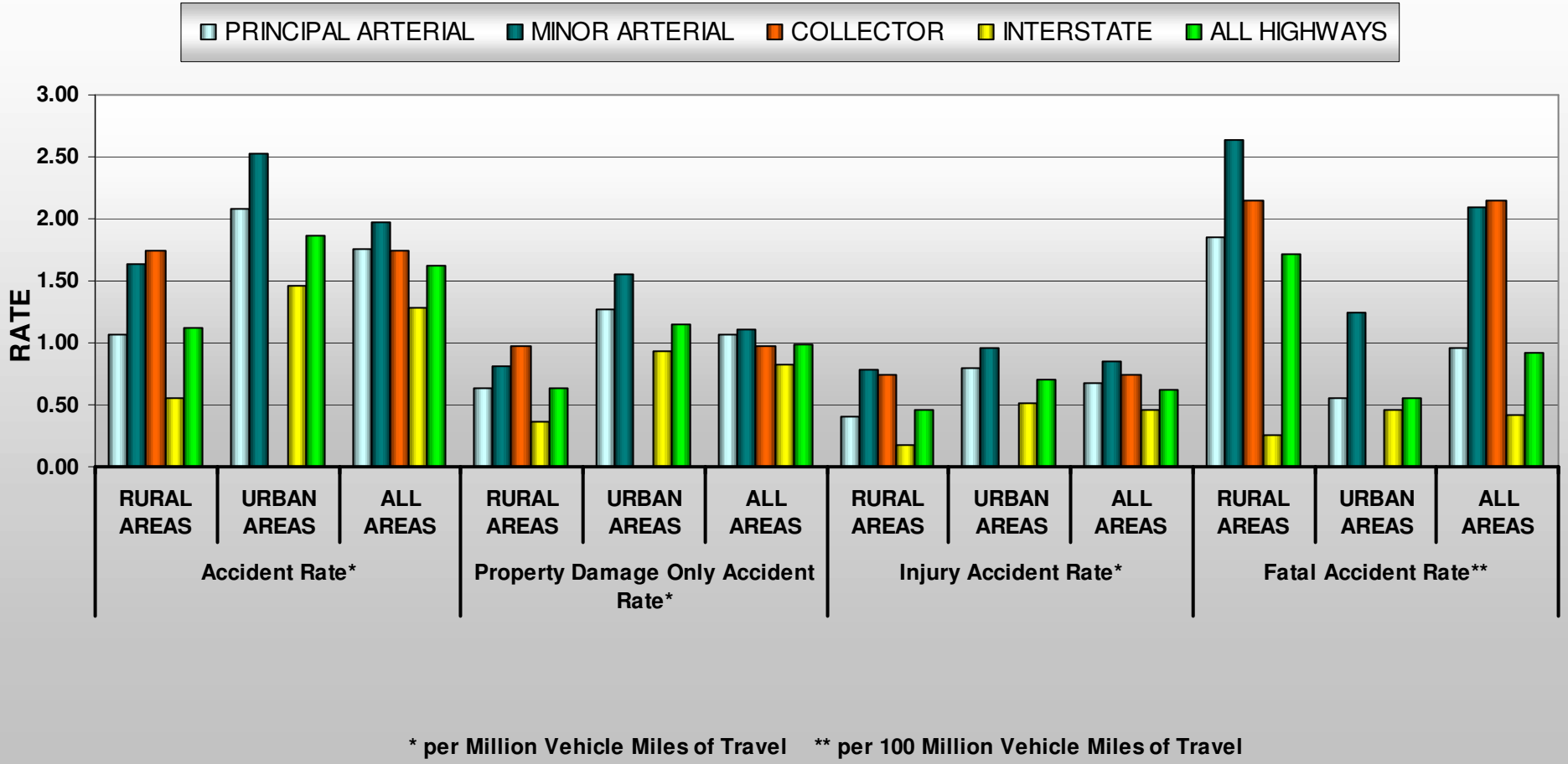
(1) Per Million Vehicle Miles of Travel
(2) Per 100 Million Vehicle Miles of Travel
*See Glossary
**With less than .02 miles traveled, a representative rate is not comparable

The Olympic Region has the highest overall interstate and urban interstate accident rates.

28% of the Olympic Region's State Highway miles are urban and account for 78% of the accidents for this Region.

This Region has the largest number of principal arterial highway miles.

2004 Average Collision Rates For Washington State Highways
Olympic Region



* per Million Vehicle Miles of Travel ** per 100 Million Vehicle Miles of Travel

Southwest Region

2004 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS
Southwest Region

RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Billions)	0.45	0.18	0.23	0.99	1.85
Miles of Highway	324.79	171.80	310.57	51.26	858.42
Total Accidents	557	256	360	460	1,633
Accident Rate (1)	**1.24**	**1.42**	**1.57**	**0.46**	**0.88**
Property Damage Only Accidents	357	143	207	311	1,018
Property Damage Only Accident Rate (1)	**0.79**	**0.79**	**0.90**	**0.31**	**0.55**
Injury Accidents	191	111	149	147	598
Injury Accident Rate (1)	**0.42**	**0.62**	**0.65**	**0.15**	**0.32**
Fatal Accidents	9	2	4	2	17
Fatal Accident Rate (2)	**2.00**	**1.11**	**1.74**	**0.20**	**0.92**

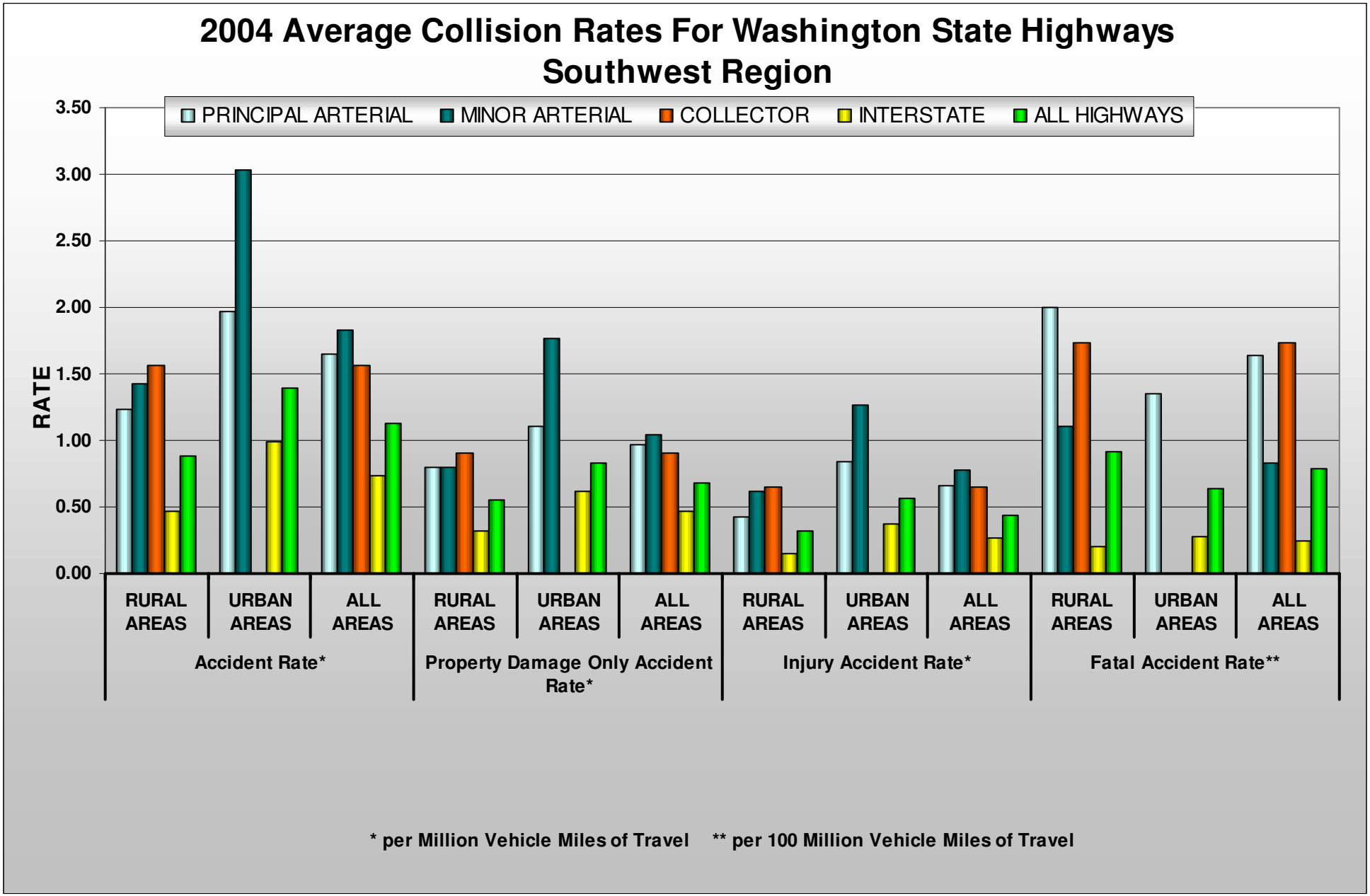
URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	0.59	0.06	0.00	1.07	1.72
Miles of Highway	64.00	20.41	0.06	44.89	129.36
Total Accidents	1,159	182	0	1,058	2,399
Accident Rate (1)	**1.96**	**3.03**	**	**0.99**	**1.39**
Property Damage Only Accidents	654	106	0	661	1,421
Property Damage Only Accident Rate (1)	**1.11**	**1.77**	**	**0.62**	**0.83**
Injury Accidents	497	76	0	394	967
Injury Accident Rate (1)	**0.84**	**1.27**	**	**0.37**	**0.56**
Fatal Accidents	8	0	0	3	11
Fatal Accident Rate (2)	**1.36**	**0.00**	**	**0.28**	**0.64**

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	1.04	0.24	0.23	2.06	3.57
Miles of Highway	388.79	192.21	310.63	96.15	987.78
Total Accidents	1,716	438	360	1,518	4,032
Accident Rate (1)	**1.65**	**1.83**	**1.57**	**0.74**	**1.13**
Property Damage Only Accidents	1,011	249	207	972	2,439
Property Damage Only Accident Rate (1)	**0.97**	**1.04**	**0.90**	**0.47**	**0.68**
Injury Accidents	688	187	149	541	1,565
Injury Accident Rate (1)	**0.66**	**0.78**	**0.65**	**0.26**	**0.44**
Fatal Accidents	17	2	4	5	28
Fatal Accident Rate (2)	**1.63**	**0.83**	**1.74**	**0.24**	**0.78**

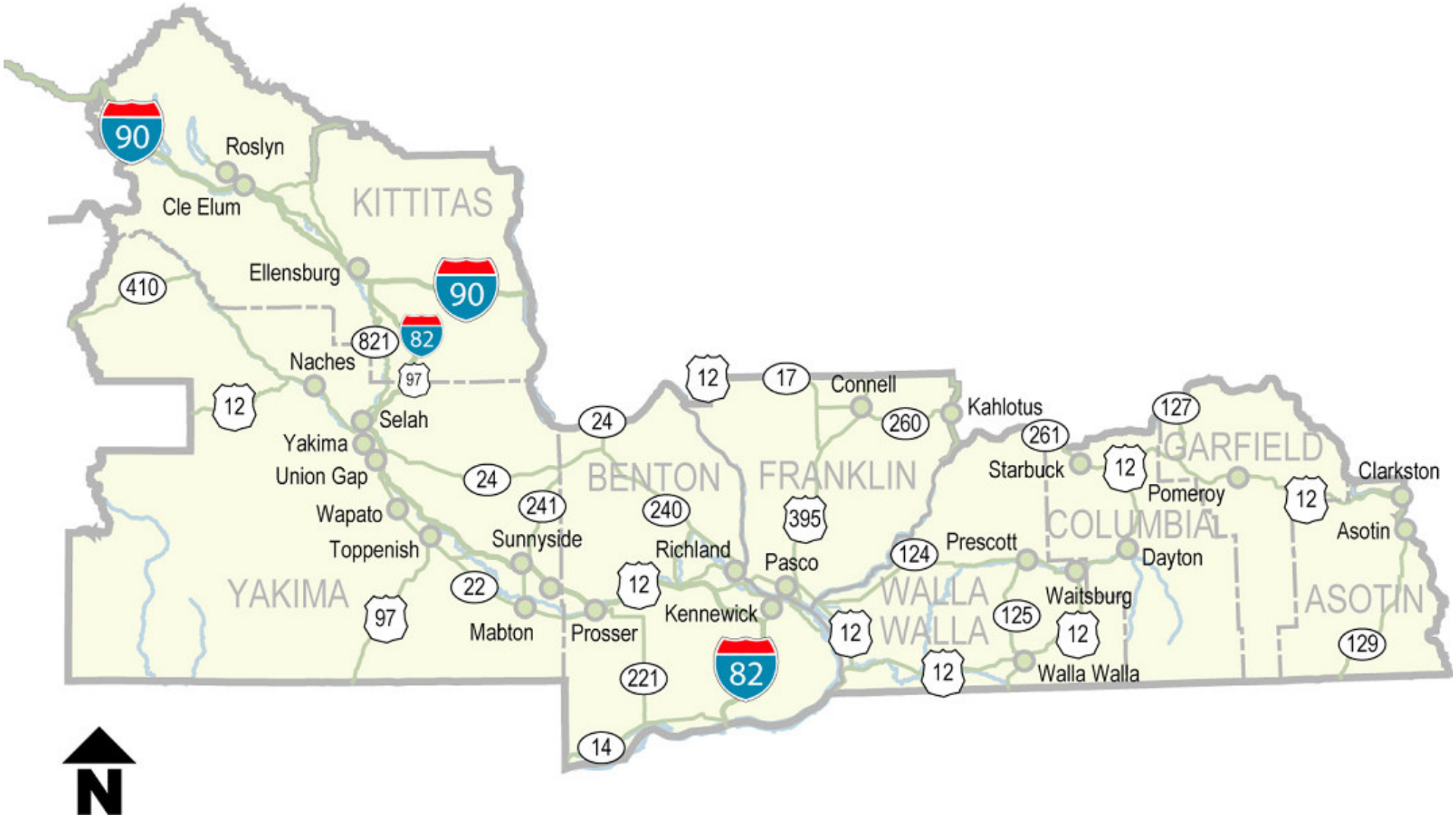
(1) Per Million Vehicle Miles of Travel
(2) Per 100 Million Vehicle Miles of Travel
*See Glossary
**With less than .02 miles traveled, a representative rate is not comparable

The Southwest Region has the highest urban principal arterial fatal accident rate.

Southwest Region contains the smallest amount of State Highway miles yet has the 3rd highest number (11) of collisions per day.


2004 Average Collision Rates For Washington State Highways
Southwest Region
PRINCIPAL ARTERIAL
MINOR ARTERIAL
COLLECTOR
INTERSTATE
ALL HIGHWAYS
RATE
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
RURAL AREAS
URBAN AREAS
ALL AREAS
Accident Rate*
Property Damage Only Accident Rate*
Injury Accident Rate*
Fatal Accident Rate**
* per Million Vehicle Miles of Travel
** per 100 Million Vehicle Miles of Travel

South Central Region



2004 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS
South Central Region

RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Billions)	0.45	0.19	0.16	1.53	2.33
Miles of Highway	261.69	195.90	251.01	214.17	922.77
Total Accidents	355	187	170	1,010	1,722
Accident Rate (1)	**0.79**	**0.98**	**1.06**	**0.66**	**0.74**
Property Damage Only Accidents	229	101	104	632	1,066
Property Damage Only Accident Rate (1)	**0.51**	**0.53**	**0.65**	**0.41**	**0.46**
Injury Accidents	122	77	63	363	625
Injury Accident Rate (1)	**0.27**	**0.41**	**0.39**	**0.24**	**0.27**
Fatal Accidents	4	9	3	15	31
Fatal Accident Rate (2)	**0.89**	**4.74**	**1.88**	**0.98**	**1.33**

URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	0.49	0.04	0.01	0.39	0.93
Miles of Highway	81.51	18.18	7.44	37.87	145.00
Total Accidents	818	98	20	310	1,246
Accident Rate (1)	**1.67**	**2.45**	**	**0.79**	**1.34**
Property Damage Only Accidents	534	62	11	212	819
Property Damage Only Accident Rate (1)	**1.09**	**1.55**	**	**0.54**	**0.88**
Injury Accidents	280	35	8	96	419
Injury Accident Rate (1)	**0.57**	**0.88**	**	**0.25**	**0.45**
Fatal Accidents	4	1	1	2	8
Fatal Accident Rate (2)	**0.82**	**2.50**	**	**0.51**	**0.86**

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	0.94	0.23	0.17	1.92	3.26
Miles of Highway	343.20	214.08	258.45	252.04	1,067.77
Total Accidents	1,173	285	190	1,320	2,968
Accident Rate (1)	**1.25**	**1.24**	**1.12**	**0.69**	**0.91**
Property Damage Only Accidents	763	163	115	844	1,885
Property Damage Only Accident Rate (1)	**0.81**	**0.71**	**0.68**	**0.44**	**0.58**
Injury Accidents	402	112	71	459	1,044
Injury Accident Rate (1)	**0.43**	**0.49**	**0.42**	**0.24**	**0.32**
Fatal Accidents	8	10	4	17	39
Fatal Accident Rate (2)	**0.85**	**4.35**	**2.35**	**0.89**	**1.20**

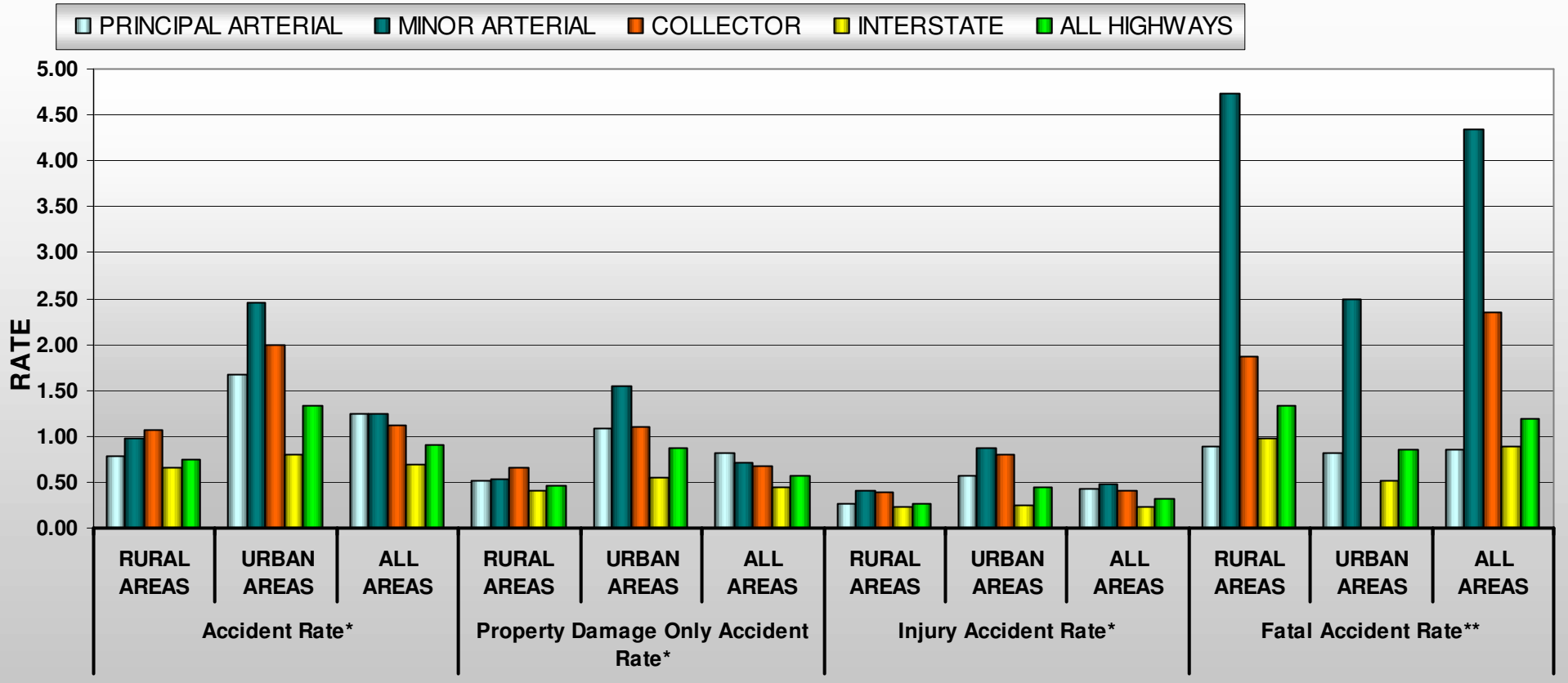
(1) Per Million Vehicle Miles of Travel
(2) Per 100 Million Vehicle Miles of Travel
*See Glossary
**With less than .02 miles traveled, a representative rate is not comparable

The South Central Region has the highest overall rural interstate accident rate and rural fatal accident rate.

South Central Region ranks 2nd highest in fatality rate with an average of one death every 27.3 miles

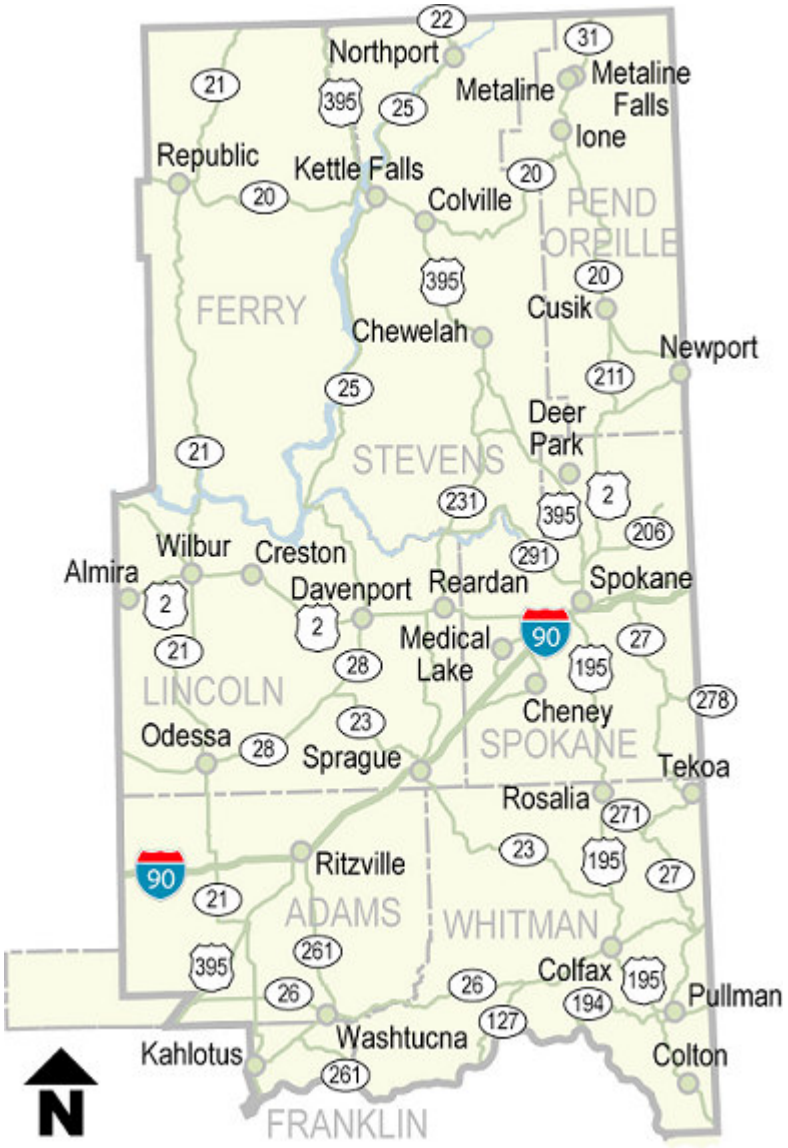
This Region has the largest number of interstate highway miles.

2004 Average Collision Rates For Washington State Highways
South Central Region



* per Million Vehicle Miles of Travel ** per 100 Million Vehicle Miles of Travel

Eastern Region



2004 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS
Eastern Region

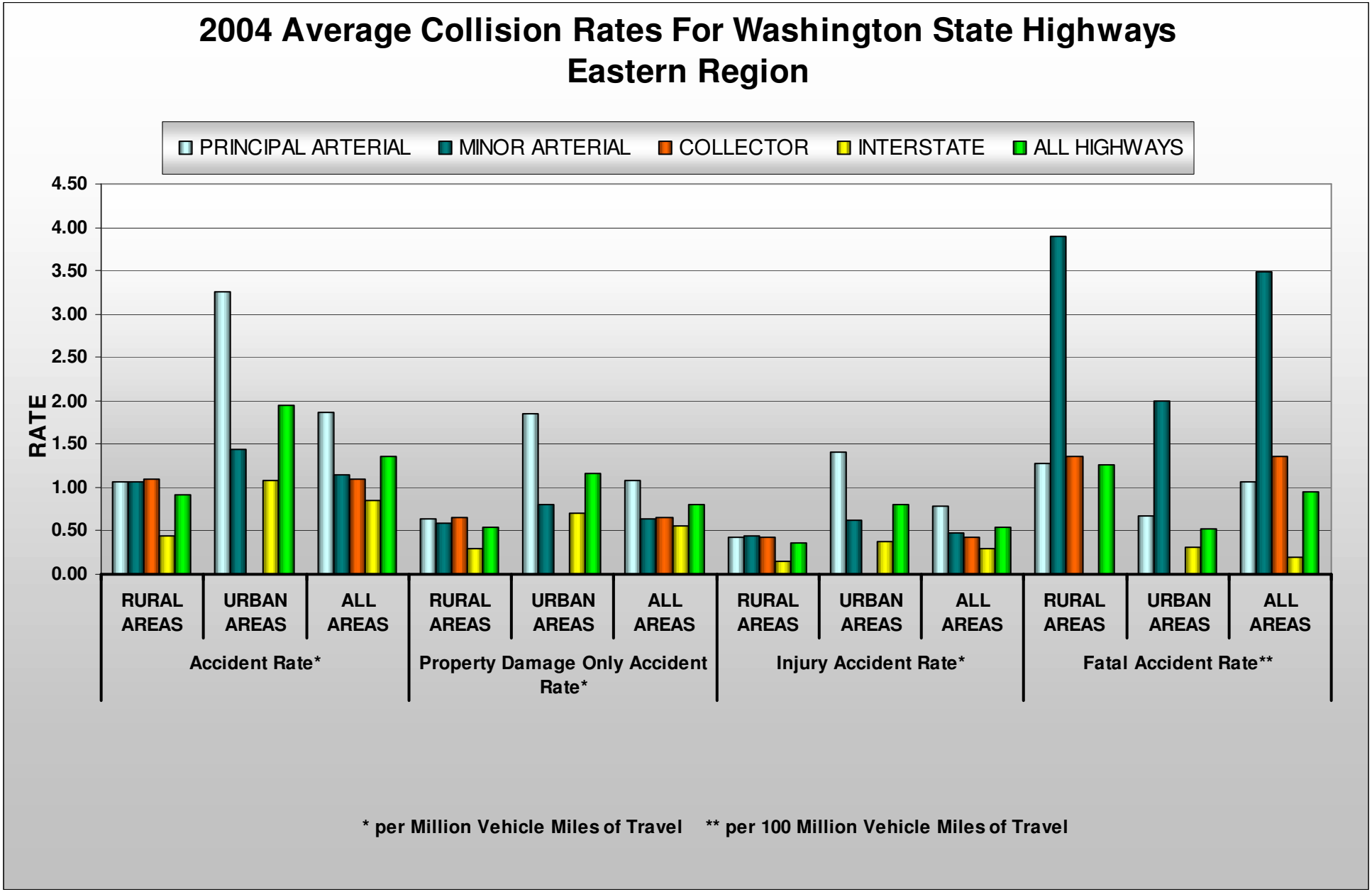
RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Billions)	0.78	0.18	0.22	0.40	1.58
Miles of Highway	424.07	356.04	604.42	79.33	1,463.86
Total Accidents	835	192	241	179	1,447
Accident Rate (1)	**1.07**	**1.07**	**1.10**	**0.45**	**0.92**
Property Damage Only Accidents	494	106	144	120	864
Property Damage Only Accident Rate (1)	**0.63**	**0.59**	**0.65**	**0.30**	**0.55**
Injury Accidents	331	79	94	59	563
Injury Accident Rate (1)	**0.42**	**0.44**	**0.43**	**0.15**	**0.36**
Fatal Accidents	10	7	3	0	20
Fatal Accident Rate (2)	**1.28**	**3.89**	**1.36**	**0.00**	**1.27**

URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	0.45	0.05	0.00	0.65	1.15
Miles of Highway	59.77	16.02	0.00	28.01	103.80
Total Accidents	1,469	72	0	707	2,248
Accident Rate (1)	**3.26**	**1.44**	**	**1.09**	**1.95**
Property Damage Only Accidents	832	40	0	457	1,329
Property Damage Only Accident Rate (1)	**1.85**	**0.80**	**	**0.70**	**1.16**
Injury Accidents	634	31	0	248	913
Injury Accident Rate (1)	**1.41**	**0.62**	**	**0.38**	**0.79**
Fatal Accidents	3	1	0	2	6
Fatal Accident Rate (2)	**0.67**	**2.00**	**	**0.31**	**0.52**

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
Vehicle Miles of Travel (Billions)	1.23	0.23	0.22	1.05	2.73
Miles of Highway	483.84	372.06	604.42	107.34	1,567.66
Total Accidents	2,304	264	241	886	3,695
Accident Rate (1)	**1.87**	**1.15**	**1.10**	**0.84**	**1.35**
Property Damage Only Accidents	1,326	146	144	577	2,193
Property Damage Only Accident Rate (1)	**1.08**	**0.63**	**0.65**	**0.55**	**0.80**
Injury Accidents	965	110	94	307	1,476
Injury Accident Rate (1)	**0.78**	**0.48**	**0.43**	**0.29**	**0.54**
Fatal Accidents	13	8	3	2	26
Fatal Accident Rate (2)	**1.06**	**3.48**	**1.36**	**0.19**	**0.95**

(1) Per Million Vehicle Miles of Travel
(2) Per 100 Million Vehicle Miles of Travel
*See Glossary
**With less than .02 miles traveled, a representative rate is not comparable

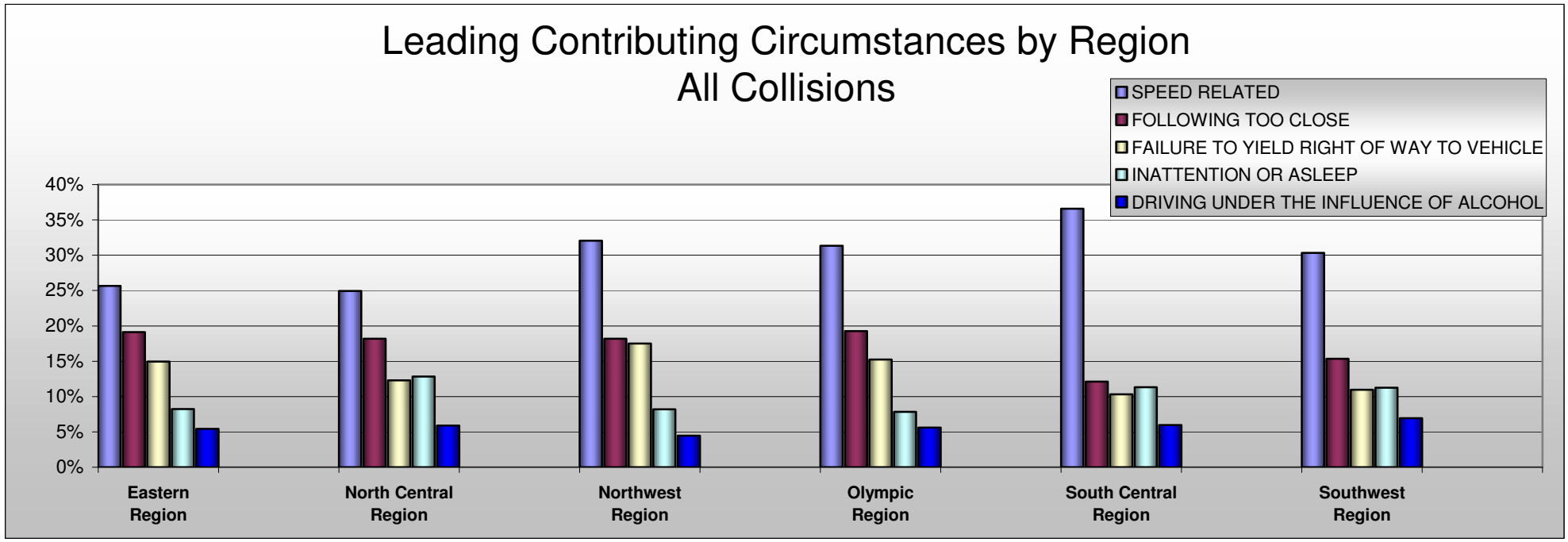
Eastern Region contains the most State Highway miles per Region and has the lowest number of fatal accidents.


2004 Average Collision Rates For Washington State Highways
Eastern Region
PRINCIPAL ARTERIAL
MINOR ARTERIAL
COLLECTOR
INTERSTATE
ALL HIGHWAYS
RATE
4.50
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
RURAL AREAS
URBAN AREAS
ALL AREAS
Accident Rate*
Property Damage Only Accident Rate*
Injury Accident Rate*
Fatal Accident Rate**
* per Million Vehicle Miles of Travel
** per 100 Million Vehicle Miles of Travel

WSDOT Leading Driver Contributing Circumstances for all Collisions by Region

(This data is a combination of all three contributing circumstances for each unit)

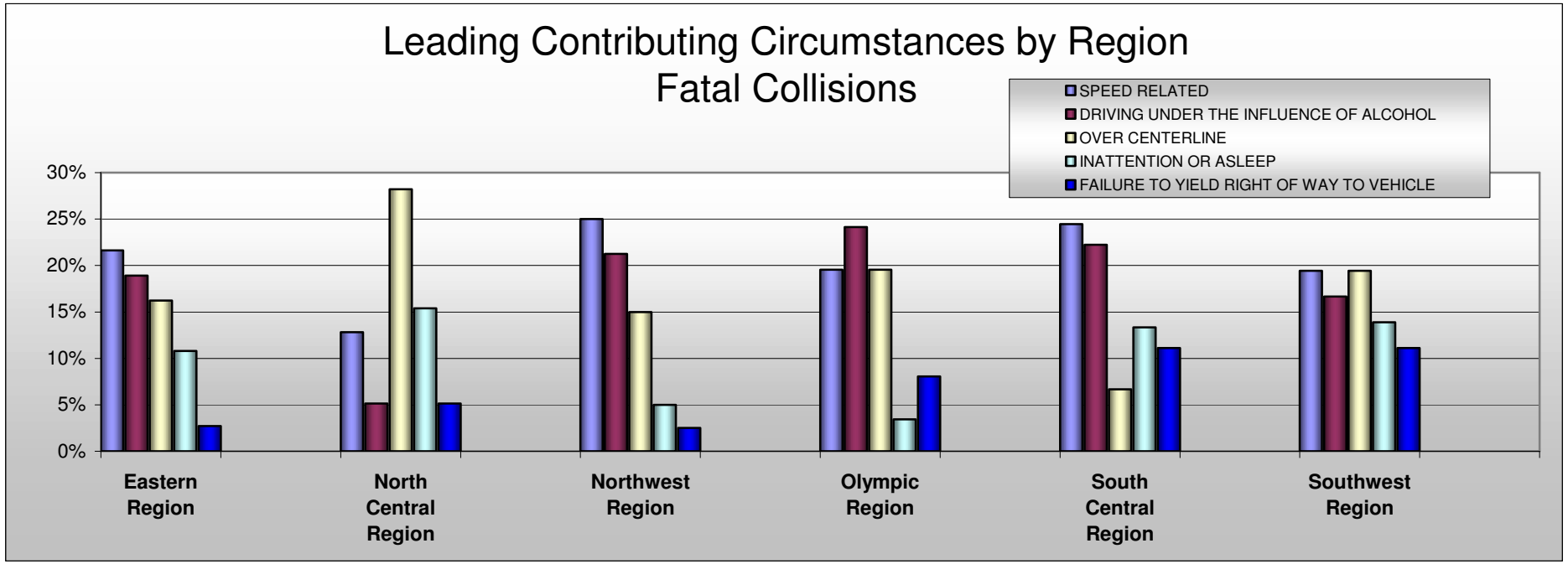
CONTRIBUTING CIRCUMSTANCE	Eastern Region		North Central Region		Northwest Region		Olympic Region		South Central Region		Southwest Region	
SPEED RELATED	**911**	**26%**	**445**	**25%**	**8,325**	**32%**	**3,547**	**31%**	**1,096**	**37%**	**1,145**	**30%**
FOLLOWING TOO CLOSE	678	19%	324	18%	4,726	18%	2,182	19%	363	12%	579	15%
FAILURE TO YIELD RIGHT OF WAY TO VEHICLE	530	15%	219	12%	4,547	18%	1,726	15%	309	10%	414	11%
INATTENTION OR ASLEEP	292	8%	229	13%	2,130	8%	886	8%	339	11%	424	11%
DRIVING UNDER THE INFLUENCE OF ALCOHOL	192	5%	105	6%	1,156	4%	634	6%	179	6%	262	7%
DISOBEY SIGNAL	195	5%	51	3%	828	3%	353	3%	77	3%	126	3%
DEFECTIVE EQUIPMENT	102	3%	61	3%	521	2%	224	2%	141	5%	136	4%
IMPROPER TURN	76	2%	42	2%	465	2%	206	2%	32	1%	41	1%
OVER CENTERLINE	74	2%	65	4%	259	1%	184	2%	48	2%	90	2%



Speeding is overwhelmingly the number one contributing circumstance for each region.

WSDOT Leading Driver Contributing Circumstances for all Fatal Collisions by Region
(This data is a combination of all three contributing circumstances for each unit)

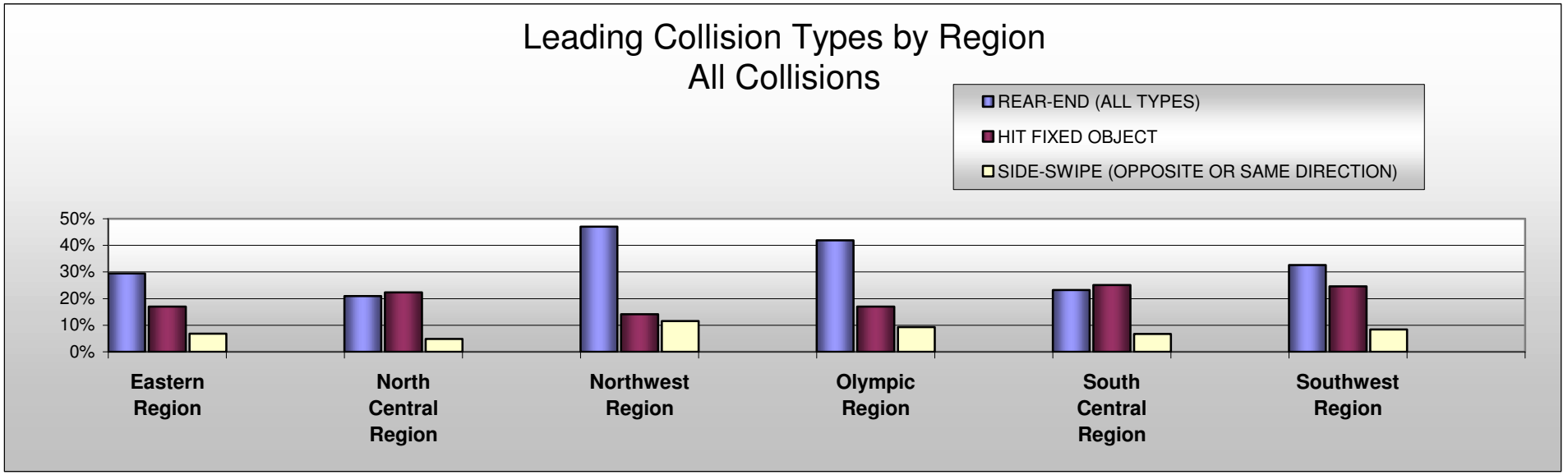
CONTRIBUTING CIRCUMSTANCE	Eastern Region		North Central Region		Northwest Region		Olympic Region		South Central Region		Southwest Region	
SPEED RELATED	**8**	**22%**	5	13%	**20**	**25%**	17	20%	**11**	**24%**	**7**	**19%**
DRIVING UNDER THE INFLUENCE OF ALCOHOL	7	19%	2	5%	17	21%	**21**	**24%**	10	22%	6	17%
OVER CENTERLINE	6	16%	**11**	**28%**	12	15%	17	20%	3	7%	**7**	**19%**
OTHER	4	11%	7	18%	12	15%	9	10%	4	9%	2	6%
INATTENTION OR ASLEEP	4	11%	6	15%	4	5%	3	3%	6	13%	5	14%
FAILURE TO YIELD RIGHT OF WAY TO VEHICLE	1	3%	2	5%	2	3%	7	8%	5	11%	4	11%
IMPROPER PASSING	2	5%	1	3%	2	3%	5	6%	0	0%	2	6%
DEFECTIVE EQUIPMENT	1	3%	3	8%	1	1%	2	2%	2	4%	1	3%
DRIVING UNDER THE INFLUENCE OF DRUGS	2	5%	2	5%	1	1%	4	5%	0	0%	0	0%
DISOBEY SIGNAL	1	3%	0	0%	3	4%	1	1%	1	2%	0	0%



Unlike total collisions, there is no one dominant contributing circumstance for fatal collisions.

WSDOT Collision Type by Region

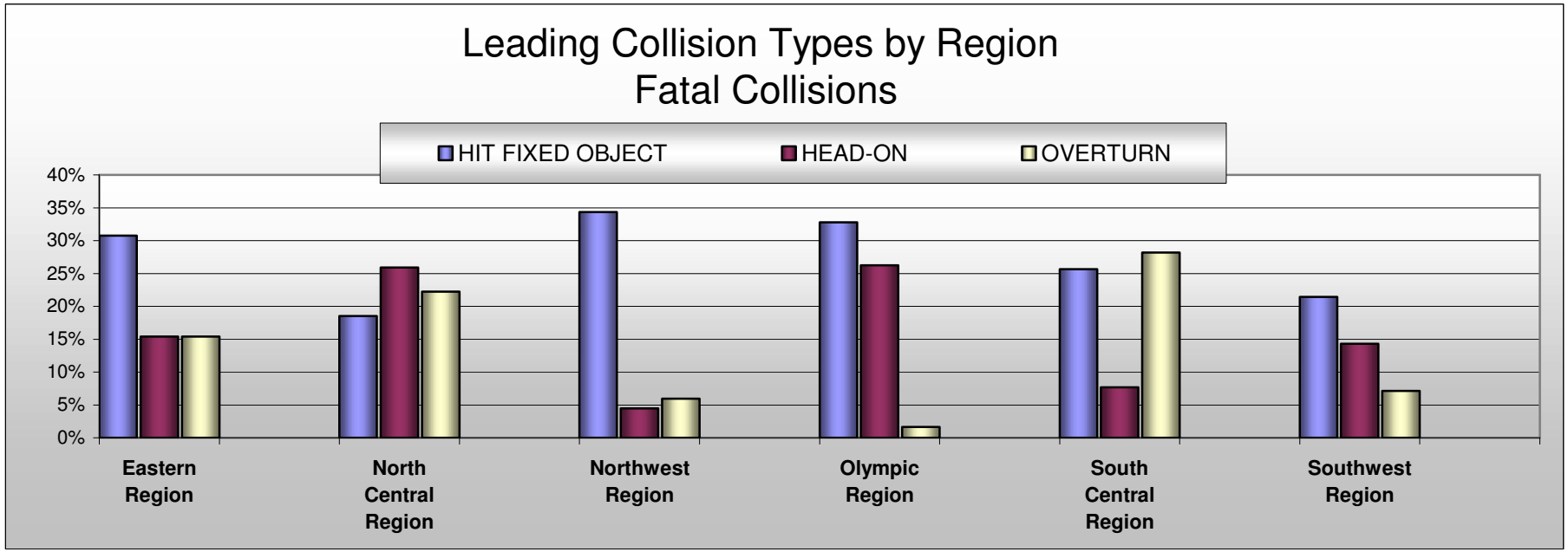
FIRST COLLISION TYPE	Eastern Region		North Central Region		Northwest Region		Olympic Region		South Central Region		Southwest Region		Region Totals	
REAR-END (ALL TYPES)	**1,084**	29%	383	21%	**11,431**	47%	**4,516**	42%	689	23%	**1,313**	33%	**19,416**	41%
HIT FIXED OBJECT	626	17%	**408**	22%	3,420	14%	1,836	17%	**744**	25%	992	25%	8,026	17%
SIDE-SWIPE (OPPOSITE OR SAME DIRECTION)	251	7%	89	5%	2,809	12%	1,004	9%	200	7%	340	8%	4,693	10%
ENTERING AT ANGLE	411	11%	150	8%	1,610	7%	882	8%	206	7%	259	6%	3,518	7%
ONE CAR ENTERING/LEAVING DRIVEWAY	169	5%	105	6%	1,370	6%	531	5%	48	2%	144	4%	2,367	5%
OVERTURN	349	9%	237	13%	508	2%	431	4%	449	15%	234	6%	2,208	5%
ALL OTHER-OPPOSITE DIRECTION	179	5%	90	5%	1,198	5%	474	4%	95	3%	143	4%	2,179	5%
ALL OTHER-SAME DIRECTION	170	5%	65	4%	918	4%	415	4%	151	5%	188	5%	1,907	4%



The top two collision types in Washington by Region are Rear-end and Hit Fixed Object. A disparity for the Northwest and Olympic Regions reflect a situation where Rear-end collisions are twice as great as Hit Fixed Object.

WSDOT Fatal Collision type by Region

FIRST COLLISION TYPE	Eastern Region		North Central Region		Northwest Region		Olympic Region		South Central Region		Southwest Region		Region Totals	
HIT FIXED OBJECT	**8**	31%	5	19%	**23**	34%	**20**	33%	10	26%	**6**	21%	**72**	29%
HEAD-ON	4	15%	**7**	26%	3	4%	16	26%	3	8%	4	14%	37	15%
OVERTURN	4	15%	6	22%	4	6%	1	2%	**11**	28%	2	7%	28	11%
ALL OTHER-OPPOSITE DIRECTION	3	12%	2	7%	6	9%	9	15%	0	0%	4	14%	24	10%
ENTERING AT ANGLE	2	8%	1	4%	5	7%	6	10%	5	13%	2	7%	21	8%
PEDESTRIAN INVOLVED	2	8%	0	0%	12	18%	3	5%	1	3%	3	11%	21	8%
REAR-END (ALL TYPES)	0	0%	0	0%	3	4%	1	2%	3	8%	3	11%	10	4%
SIDE-SWIPE (OPPOSITE OR SAME DIRECTION)	1	4%	2	7%	4	6%	1	2%	0	0%	1	4%	9	4%



In four of the six regions, Hit Fixed Object is the leading collision type for fatal collisions.

Weather and Road Surface Conditions by Region

EASTERN REGION WEATHER VS. ROAD SURFACE CONDITIONS

	SURFACE CONDITION								
WEATHER	DRY	ICE	OIL	OTHER	SAND/MUD/DIRT	SNOW/SLUSH	STANDING WATER	WET	UNKNOWN
CLEAR OR PARTLY CLOUDY	2,093	123	1	6	0	23	0	66	5
OVERCAST	303	87	3	1	0	53	0	185	4
SNOWING	0	99	0	0	0	179	0	20	0
RAINING	9	10	2	1	0	6	3	225	0
FOG/SMOG/SMOKE	17	31	0	0	0	1	0	26	0
UNKNOWN	23	3	0	0	0	3	0	2	25
SLEET/HAIL/FREEZING RAIN	2	17	0	1	0	2	0	0	0
OTHER	11	2	0	0	0	2	0	0	5
BLOWING SAND/DIRT/SNOW	4	0	0	0	0	2	0	0	0
SEVERE CROSSWIND	1	0	0	0	0	0	0	0	0

OLYMPIC REGION WEATHER VS. ROAD SURFACE CONDITIONS

	SURFACE CONDITION								
WEATHER	DRY	ICE	OIL	OTHER	SAND/MUD/DIRT	SNOW/SLUSH	STANDING WATER	WET	UNKNOWN
CLEAR OR PARTLY CLOUDY	5,566	132	3	3	2	4	0	229	8
RAINING	38	3	0	2	0	20	12	2,183	3
OVERCAST	1,242	81	1	3	1	20	0	794	3
FOG/SMOG/SMOKE	102	17	0	0	1	1	0	49	1
UNKNOWN	32	5	0	0	0	1	0	14	59
SNOWING	2	34	0	0	0	40	0	3	0
OTHER	26	1	0	2	0	0	0	8	11
SLEET/HAIL/FREEZING RAIN	1	3	0	2	0	3	0	2	0
SEVERE CROSSWIND	6	0	0	0	0	0	0	1	0
BLOWING SAND/DIRT/SNOW	4	1	0	0	0	0	0	0	0

NORTH CENTRAL REGION WEATHER VS. ROAD SURFACE CONDITIONS

	SURFACE CONDITION								
WEATHER	DRY	ICE	OIL	OTHER	SAND/MUD/DIRT	SNOW/SLUSH	STANDING WATER	WET	UNKNOWN
CLEAR OR PARTLY CLOUDY	1,178	41	1	4	0	18	0	17	3
OVERCAST	115	31	0	3	0	35	0	50	0
SNOWING	1	24	0	0	0	127	0	10	0
RAINING	4	10	0	0	0	9	4	68	0
FOG/SMOG/SMOKE	6	18	0	0	0	3	0	4	0
SLEET/HAIL/FREEZING RAIN	0	16	0	0	0	0	0	1	1
UNKNOWN	4	0	0	0	0	4	0	1	6
BLOWING SAND/DIRT/SNOW	6	0	0	0	1	0	0	0	0
OTHER	2	0	0	0	0	1	0	0	1
SEVERE CROSSWIND	2	1	0	0	0	0	0	0	0

SOUTH CENTRAL REGION WEATHER VS. ROAD SURFACE CONDITIONS

	SURFACE CONDITION								
WEATHER	DRY	ICE	OIL	OTHER	SAND/MUD/DIRT	SNOW/SLUSH	STANDING WATER	WET	UNKNOWN
CLEAR OR PARTLY CLOUDY	1,758	72	0	1	1	21	0	17	3
OVERCAST	195	71	0	0	0	32	0	84	0
SNOWING	3	59	0	0	0	239	0	11	1
RAINING	8	8	1	1	0	13	6	150	0
FOG/SMOG/SMOKE	16	81	0	1	0	2	0	27	2
UNKNOWN	13	3	0	0	1	5	0	0	9
SLEET/HAIL/FREEZING RAIN	1	19	0	0	0	9	0	1	0
SEVERE CROSSWIND	9	0	0	0	0	0	0	0	0
OTHER	4	0	0	0	0	0	0	2	2
BLOWING SAND/DIRT/SNOW	3	0	0	0	0	1	0	0	0

NORTHWEST REGION WEATHER VS. ROAD SURFACE CONDITIONS

	SURFACE CONDITION								
WEATHER	DRY	ICE	OIL	OTHER	SAND/MUD/DIRT	SNOW/SLUSH	STANDING WATER	WET	UNKNOWN
CLEAR OR PARTLY CLOUDY	12,787	107	4	10	6	13	2	404	28
RAINING	84	12	0	0	0	72	77	4,892	13
OVERCAST	2,813	108	5	6	2	39	3	1,955	9
FOG/SMOG/SMOKE	195	20	0	0	0	0	0	63	1
UNKNOWN	53	2	0	0	0	0	0	32	127
SNOWING	1	50	0	0	0	136	0	4	1
OTHER	45	1	0	0	0	3	0	15	29
SLEET/HAIL/FREEZING RAIN	1	11	0	0	0	15	0	4	0
BLOWING SAND/DIRT/SNOW	10	2	0	0	0	0	0	1	0
SEVERE CROSSWIND	10	1	0	0	0	0	0	1	0

SOUTHWEST REGION WEATHER VS. ROAD SURFACE CONDITIONS

	SURFACE CONDITION								
WEATHER	DRY	ICE	OIL	OTHER	SAND/MUD/DIRT	SNOW/SLUSH	STANDING WATER	WET	UNKNOWN
CLEAR OR PARTLY CLOUDY	1,982	80	2	1	1	10	0	79	4
OVERCAST	393	71	1	3	0	45	1	306	3
RAINING	8	7	3	0	0	19	34	658	0
FOG/SMOG/SMOKE	38	17	0	1	0	2	0	45	0
SNOWING	0	33	0	1	0	60	0	1	0
UNKNOWN	22	6	0	0	0	2	1	6	26
OTHER	16	3	0	0	0	1	0	6	3
SLEET/HAIL/FREEZING RAIN	0	19	0	1	0	1	0	2	0
BLOWING SAND/DIRT/SNOW	2	1	0	0	0	1	0	0	0
SEVERE CROSSWIND	0	1	0	0	0	0	0	1	0

Most Severe Injury by Road Surface Condition by Region

Eastern Region

SURFACE CONDITION	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY	TOTAL
DRY	20	79	343	618	1,403	2,463
WET	4	9	62	143	306	524
ICE	2	9	61	55	245	372
SNOW/SLUSH	0	7	27	39	198	271
UNKNOWN	0	1	4	8	26	39
OTHER	0	0	3	2	4	9
OIL	0	0	0	2	4	6
STANDING WATER	0	0	0	0	3	3
SAND/MUD/DIRT	0	0	0	0	0	0
TOTAL	26	105	500	867	2,189	3,687

Olympic Region

SURFACE CONDITION	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY	TOTAL
DRY	36	126	758	1,916	4,183	7,019
WET	25	55	276	867	2,060	3,283
ICE	0	3	19	60	195	277
SNOW/SLUSH	0	2	9	14	64	89
UNKNOWN	0	2	9	17	57	85
STANDING WATER	0	0	2	2	8	12
OTHER	0	0	3	4	5	12
OIL	0	0	1	1	2	4
SAND/MUD/DIRT	0	0	1	0	3	4
TOTAL	61	188	1,078	2,881	6,577	10,785

North Central Region

SURFACE CONDITION	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY	TOTAL
DRY	21	44	252	241	760	1,318
SNOW/SLUSH	2	2	26	38	129	197
WET	3	6	26	27	89	151
ICE	1	3	23	30	84	141
UNKNOWN	0	0	1	0	10	11
OTHER	0	0	0	2	5	7
STANDING WATER	0	0	0	1	3	4
OIL	0	0	1	0	0	1
SAND/MUD/DIRT	0	0	1	0	0	1
TOTAL	27	55	330	339	1,080	1,831

South Central Region

SURFACE CONDITION	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY	TOTAL
DRY	33	59	328	363	1,227	2,010
SNOW/SLUSH	1	3	31	44	243	322
ICE	3	3	58	53	196	313
WET	2	6	32	57	195	292
UNKNOWN	1	0	1	5	11	18
STANDING WATER	0	0	1	0	5	6
OTHER	0	0	0	0	3	3
SAND/MUD/DIRT	0	0	0	0	2	2
OIL	0	0	0	0	1	1
TOTAL	40	71	451	522	1,883	2,967

Northwest Region

SURFACE CONDITION	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY	TOTAL
DRY	39	232	1,398	4,398	9,932	15,999
WET	25	81	540	2,011	4,714	7,371
ICE	1	4	19	66	224	314
SNOW/SLUSH	1	1	13	55	208	278
UNKNOWN	0	0	9	51	148	208
STANDING WATER	1	0	10	25	46	82
OTHER	0	2	3	0	11	16
OIL	0	0	1	2	6	9
SAND/MUD/DIRT	0	0	2	0	6	8
TOTAL	67	320	1,995	6,608	15,295	24,285

Southwest Region

SURFACE CONDITION	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY	TOTAL
DRY	19	79	337	595	1,434	2,464
WET	6	24	125	262	688	1,105
ICE	1	7	30	31	169	238
SNOW/SLUSH	1	3	13	21	103	141
STANDING WATER	0	1	5	10	20	36
UNKNOWN	0	2	5	12	17	36
OTHER	0	2	0	0	5	7
OIL	1	0	0	2	3	6
SAND/MUD/DIRT	0	0	1	0	0	1
TOTAL	28	118	516	933	2,439	4,034

People, Vehicles, and Collisions

Overview of People, Vehicles, and Collisions

STATUS	FATAL	DISABLING INJURY	EVIDENT INJURY	POSSIBLE INJURY	NO INJURY	*TOTAL INVOLVED	PERCENT FATAL OF TOTAL INVOLVED
**Motor Vehicle Driver	148	591	4,064	13,114	64,355	82,272	0.18%
**Motor Vehicle Passenger	64	244	1,731	5,213	27,252	34,504	0.19%
Motorcycle Driver	34	134	379	202	118	867	3.92%
Motorcycle Passenger	3	21	41	23	10	98	3.06%
***Pedestrian (on foot, wheelchair, skateboarder etc.)	27	59	130	89	6	311	8.68%
***Other Pedestrians (roadway worker, flagger, other)	0	4	7	12	0	23	0.00%
Moped/Scooter Bike Driver/Passenger	0	0	2	2	1	5	0.00%
****Pedalcyclist Driver/Passenger	3	18	109	51	14	195	1.54%
Total	279	1,071	6,463	18,706	91,756	118,275	0.24%

*Not including unknown injury
**Does not include Motorcycle, Moped or Scooter Bike Drivers/Passengers
***See Glossary for further definition
****Bicycles, Tricycles and Unicycles

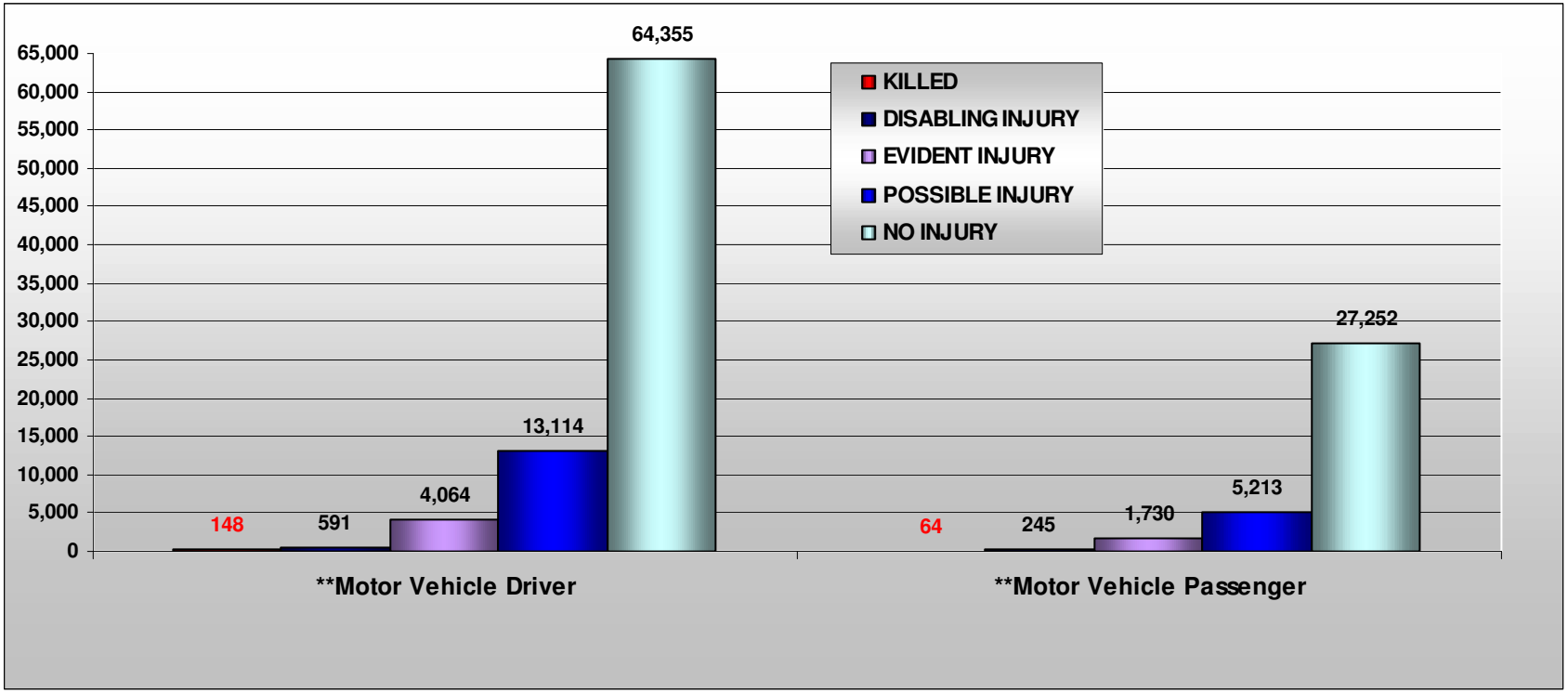
Motor vehicle drivers and passengers combined account for 76% of the overall number of fatalities with a total of 212.

When comparing within each subgroup noted above, pedestrians experienced the highest overall percentage of people killed with 8.68%; motorcyclist driver had the second highest percentage with 3.92%.

Motor Vehicle Collisions by Injury Severity Type

	FATAL	DISABLING INJURY	EVIDENT INJURY	POSSIBLE INJURY	NO INJURY	*TOTAL INVOLVED	PERCENT FATAL OF TOTAL INVOLVED
**Motor Vehicle Driver	148	591	4,064	13,114	64,355	82,272	0.18%
**Motor Vehicle Passenger	64	245	1,730	5,213	27,252	34,504	0.19%

*Not including unknown injury
**Does not include Motor Cycle, Moped or Scooter Bike Drivers/Passengers

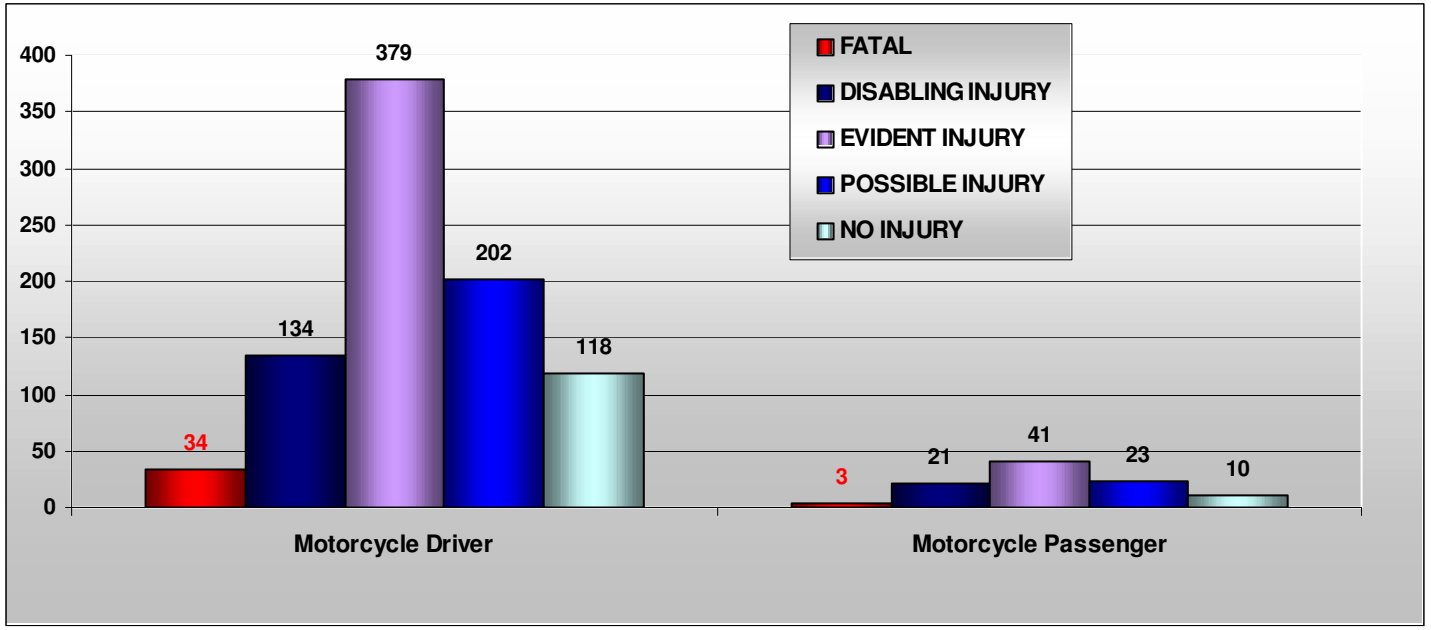


Collisions involving no injuries to involved parties are by far the largest category accounting for 78% when reviewing severity information for motor vehicle drivers and passengers. The second leading severity level experienced is 16% for the possible injury category.

Motorcycle Collisions by Injury Severity Type

	FATAL	DISABLING INJURY	EVIDENT INJURY	POSSIBLE INJURY	NO INJURY	*TOTAL INVOLVED	PERCENT FATAL OF TOTAL INVOLVED
Motorcycle Driver	34	134	379	202	118	867	3.92%
Motorcycle Passenger	3	21	41	23	10	98	3.06%

*Not including unknown injury



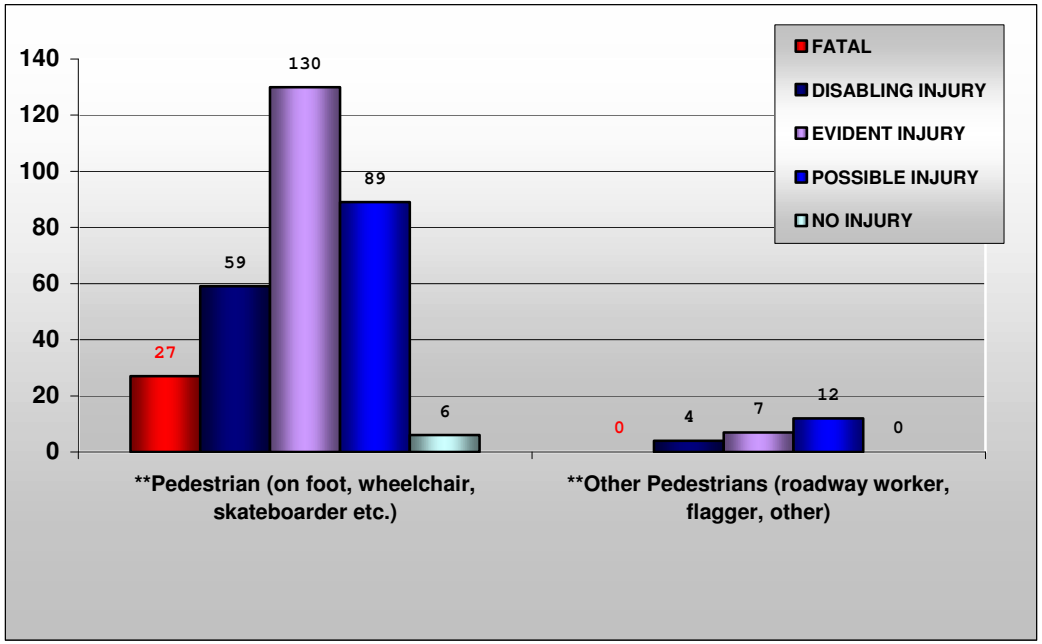
When a motorcycle driver was involved in a collision, 86% of the time they experienced an injury. Motorcycle passengers had a similar injury experience 89% of the time.

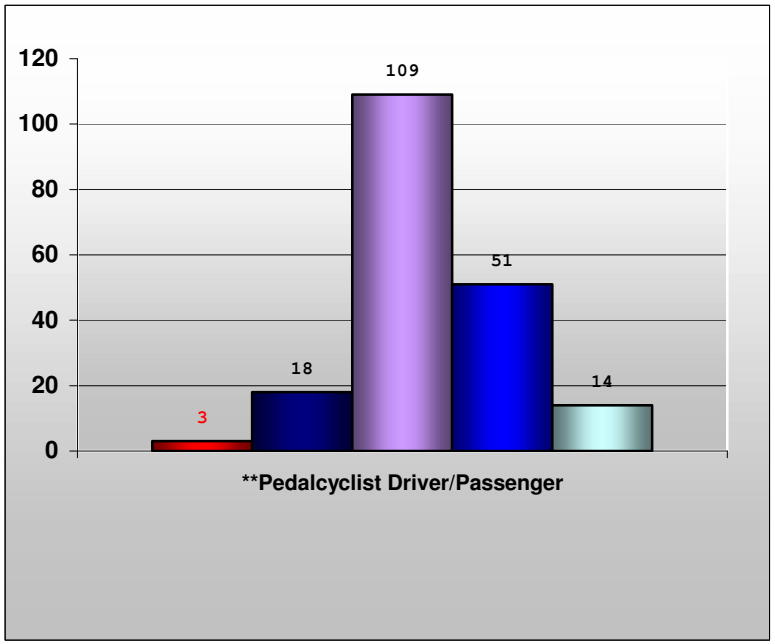
Overall, an injury classification of "evident" injury was the severity level most often experienced with 44% and 42% respectively for motorcycle drivers and passengers.

Pedestrians and Pedalcyclists

	FATAL	DISABLING INJURY	EVIDENT INJURY	POSSIBLE INJURY	NO INJURY	*TOTAL INVOLVED	PERCENT FATAL OF TOTAL INVOLVED
**Pedestrian (on foot, wheelchair, skateboarder etc.)	27	59	130	89	6	311	8.68%
**Other Pedestrians (roadway worker, flagger, other)	0	4	7	12	0	23	0.00%
**Pedalcyclist Driver/Passenger	3	18	109	51	14	195	1.54%

*Not including unknown injury
**See Glossary for further definition





When a pedestrian was involved in a collision, 98% of the time they experienced an injury. This compares with pedalcyclists who experienced an injury 93% of the time.

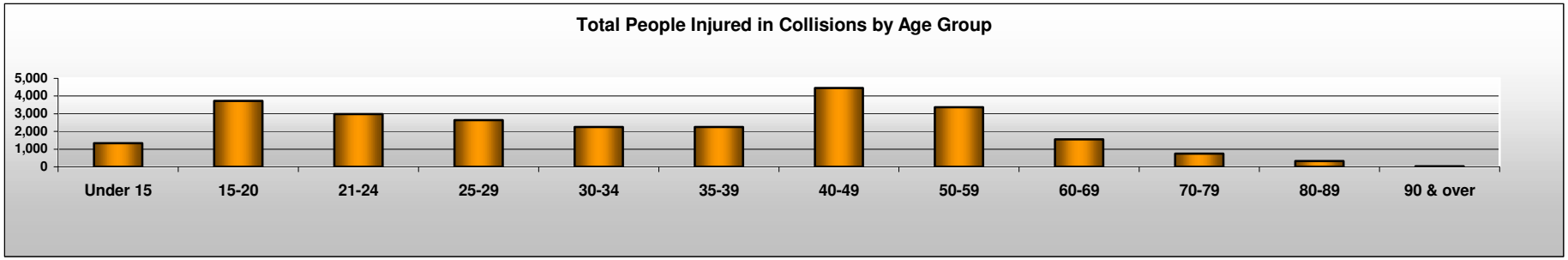
Like the motorcycle drivers and passengers, an injury classification of "evident" injury was the severity level most often experienced with 41% and 56% respectively for pedestrians and pedalcyclists.

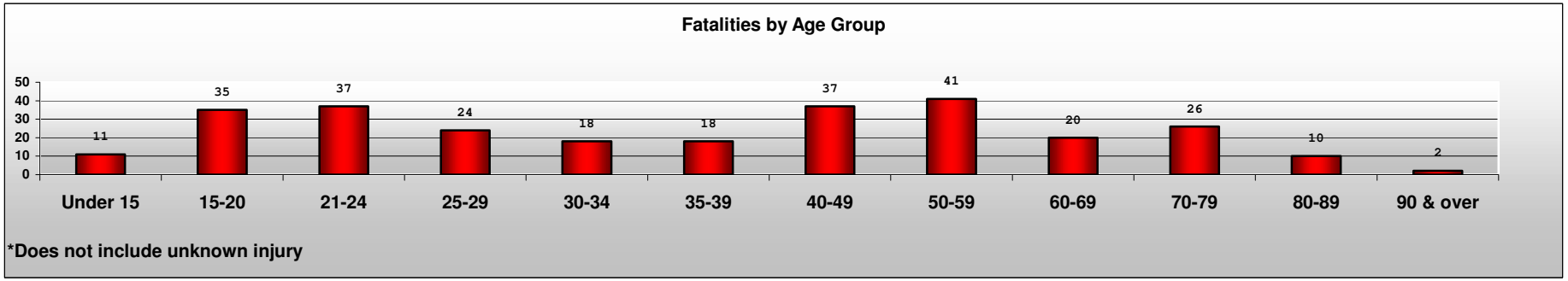
For every pedalcyclist killed, nine pedestrians experience a fatal mishap.

Fatalities and Injuries in Collisions by Age Group

AGE GROUP	FATALITY	DISABLING INJURY	EVIDENT INJURY	POSSIBLE INJURY	NO INJURY	*TOTAL INJURED OR KILLED	TOTAL PEOPLE INVOLVED	PERCENT FATAL OF TOTAL
Under 15	11	31	382	926	8,168	9,518	17,686	0.12%
15-20	35	151	**1,078**	2,493	13,301	17,058	30,359	0.37%
21-24	37	125	874	1,982	9,739	12,757	22,496	0.39%
25-29	24	122	648	1,862	9,007	11,663	20,670	0.25%
30-34	18	83	486	1,678	7,477	9,742	17,219	0.19%
35-39	18	86	477	1,687	7,314	9,582	16,896	0.19%
40-49	37	**195**	981	**3,281**	**14,412**	**18,906**	**33,318**	0.39%
50-59	**41**	128	747	2,499	10,317	13,732	24,049	**0.43%**
60-69	20	65	377	1,118	5,046	6,626	11,672	0.21%
70-79	26	49	196	505	2,500	3,276	5,776	0.27%
80-89	10	22	88	213	1,104	1,437	2,541	0.11%
90 & over	2	0	10	21	92	125	217	0.02%

*Does not include unknown injury





The total number of fatalities by age group reflects an apparent spike between 15 and 24, and then again between 40 and 59.

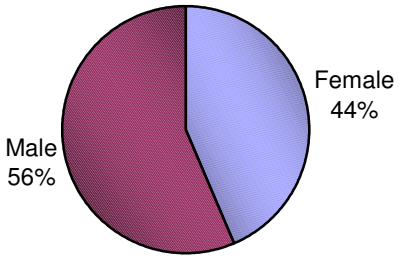
The various age groups were very consistent with an approximate 22-26% occurrence of injury, with the fortunate exception for children under the age of 15 that experience an injury 14% of the time.

Fatalities and Injuries in Collisions by Gender

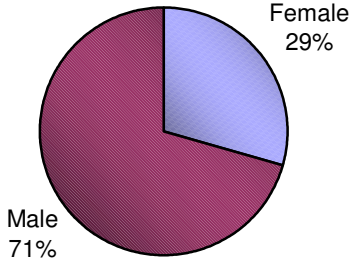
GENDER	KILLED	DISABLING INJURY	EVIDENT INJURY	POSSIBLE INJURY	NO INJURY	*TOTAL	TOTAL INJURED OR KILLED	PERCENT KILLED OF TOTAL
Female	82	417	2,758	10,117	36,960	50,334	13,374	0.61%
Male	197	615	3,562	8,190	52,749	65,313	12,564	1.47%
Unknown	0	40	142	399	2,047	2,628	581	0.00%
Total	279	1,072	6,462	18,706	91,756	118,275	26,519	2.09%

Does not include unknown injury

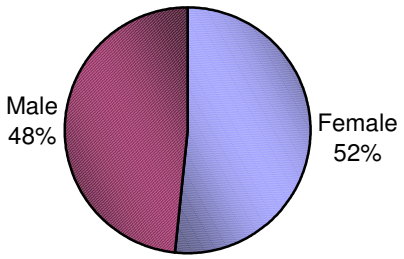
***TOTAL PEOPLE INVOLVED**



FATAL



TOTAL INJURED



There are more than twice as many males killed as opposed to females.

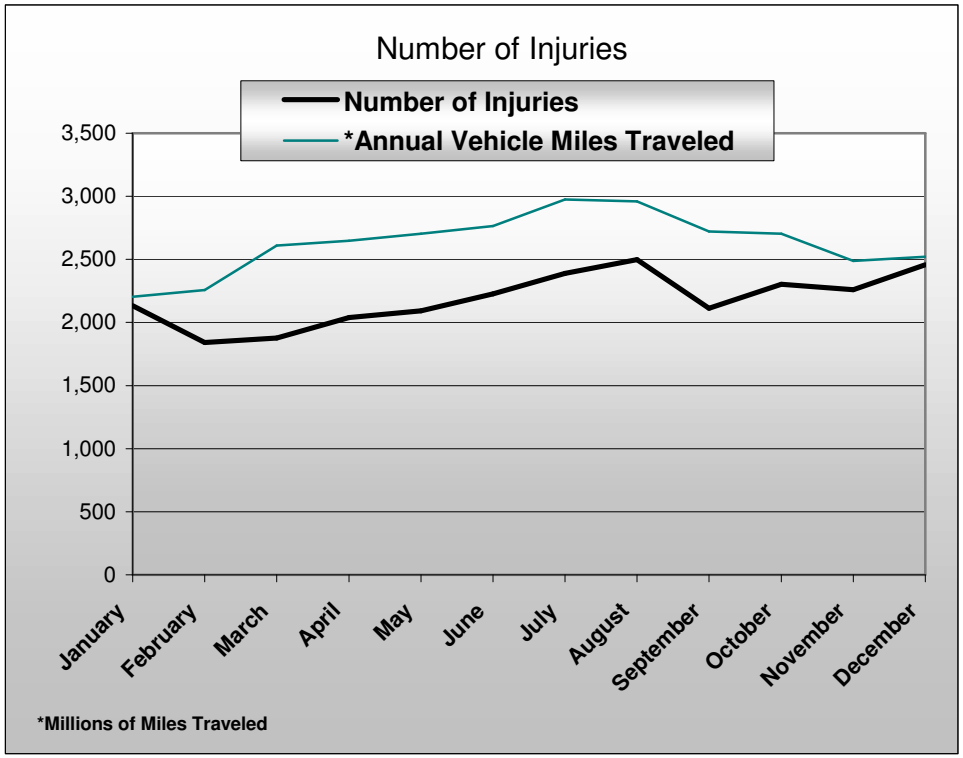
Females represent 52% of total injured vs. 48% of males injured.

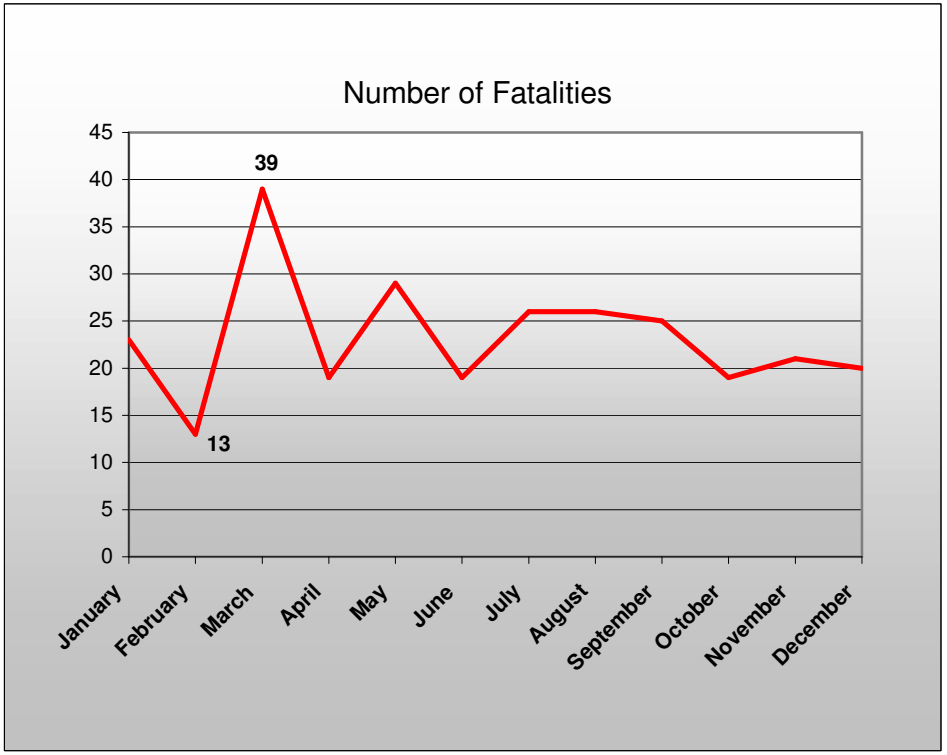
Fatalities and Injuries in Collisions by Month

	Number of Fatalities	Number of Injuries
January	23	2,132
February	13	1,841
March	**39**	1,878
April	19	2,038
May	29	2,092
June	19	2,228
July	26	2,389
August	26	**2,499**
September	25	2,112
October	19	2,304
November	21	2,261
December	20	2,458
Average	23	2,186

March showed the highest amount of fatalities and the second lowest total injuries for the year.

The number of fatalities in February was 44% below the average for the year. In addition, February's total injuries were 15.5% below the yearly average.



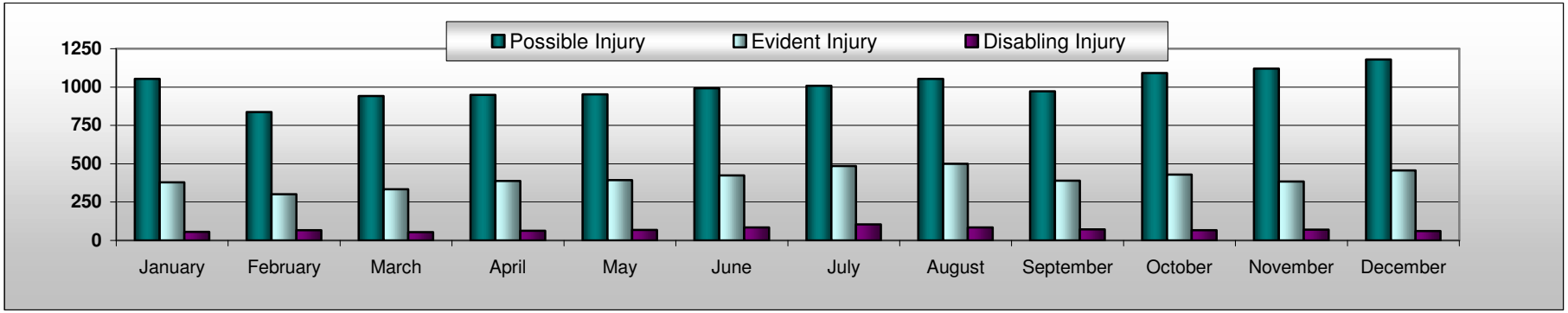


Most Severe Injury per Collision by Month

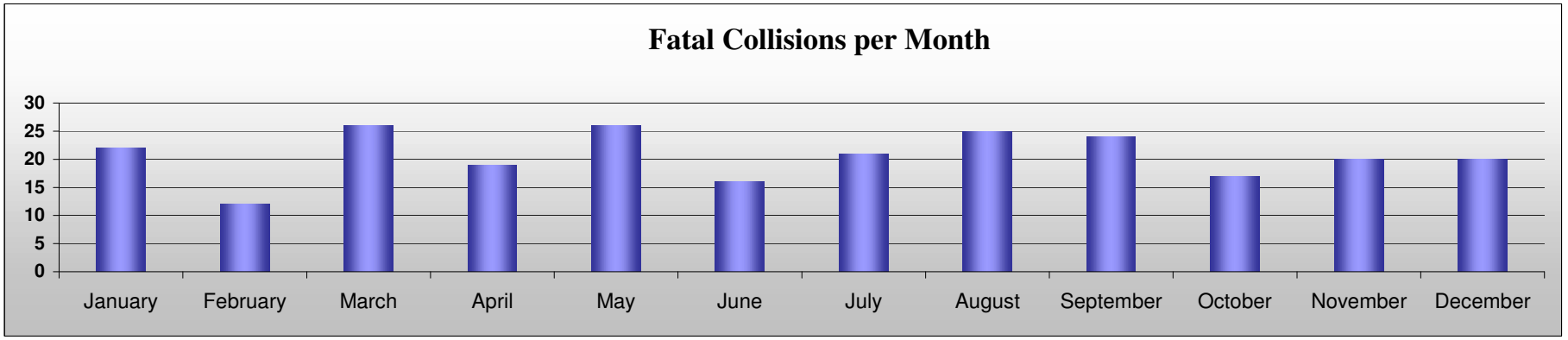
	Possible Injury	Evident Injury	Disabling Injury	Fatal
January	1053	379	56	22
February	837	302	67	12
March	942	334	54	26
April	949	388	64	19
May	953	393	68	26
June	992	423	84	16
July	1008	486	105	21
August	1053	500	84	25
September	973	390	73	24
October	1092	430	67	17
November	1120	384	71	20
December	1180	456	62	20
Average	1013	405	71	21

February had the lowest total of injury and fatal collisions, while December and August were the highest months.

Injury Collisions per Month



Fatal Collisions per Month



Motor Vehicle Involved Collisions; First Collision Type by Most Severe Injury per Collision

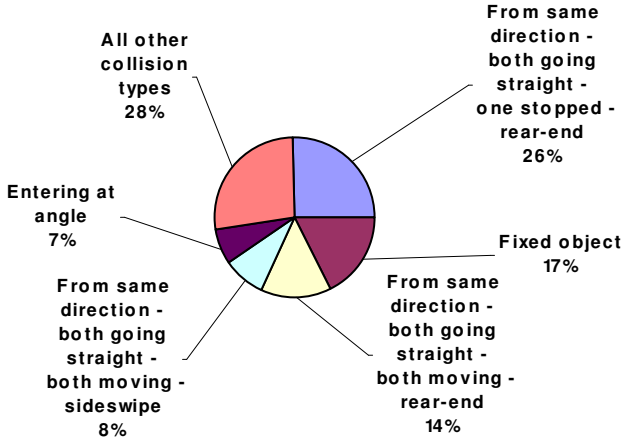
First Collision Type	No Injury	Possible Injury	Evident Injury	Disabling Injury	Fatal	Total
From same direction - both going straight - one stopped - rear-end	6,815	4,531	774	81	5	12,206
Fixed object	5,234	1,388	1,152	185	72	8,031
From same direction - both going straight - both moving - rear-end	3,836	2,236	445	46	5	6,568
From same direction - both going straight - both moving - sideswipe	3,255	519	168	24	1	3,967
Entering at angle	2,153	879	372	93	21	3,518
Vehicle overturned	933	419	699	123	28	2,202
From opposite direction - one left turn - one straight	940	474	228	43	5	1,690
From same direction - all others	983	298	123	20	7	1,431
One car leaving driveway access	841	263	84	12	2	1,202
One car entering driveway access	682	310	137	30	5	1,164
Non-domestic animal (deer, bear, elk, etc)	1,012	57	65	12	3	1,149
Same direction -- both turning right -- one stopped -- rear end	309	154	24	0	0	487
One parked--one moving	297	53	43	12	0	405
From opposite direction - all others	190	82	92	21	19	404
Other object	238	21	21	2	2	284
From same direction - one left turn - one straight	204	45	29	4	1	283
From opposite direction - both going straight - sideswipe	142	53	57	23	6	281
All other non-collision	210	31	21	4	1	267
Fire started in vehicle	225	3	5	0	0	233
From opposite direction - both moving - head-on	39	39	52	36	37	203
From same direction - one right turn - one straight	150	36	11	2	0	199
Bicycle	16	49	103	16	3	187
From same direction - both going straight - one stopped - sideswipe	150	26	6	0	1	183
Vehicle going straight hits pedestrian	5	38	51	39	19	152
Same direction -- both turning left -- both moving -- sideswipe	122	9	4	0	0	135
Same direction -- both turning right -- both moving -- rear end	64	26	2	0	0	92
Same direction -- both turning right -- both moving -- sideswipe	86	4	2	0	0	92
From opposite direction - one left turn - one right turn	76	5	4	0	0	85

continued next page>

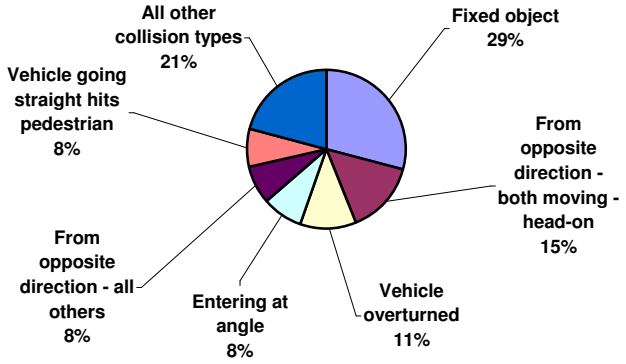
…….continued from previous page *(Motor Vehicle Involved Collisions; First Collision Type by Most Severe Injury per Collision)*

Vehicle turning right hits pedestrian	2	23	34	5	0	64
Domestic animal (horse, cow, sheep, etc)	45	7	7	1	0	60
Vehicle Hits State Road or Construction Machinery	30	8	5	0	0	43
One car leaving parked position	36	3	1	0	0	40
Same direction -- both turning left -- one stopped -- rear end	24	15	0	0	0	39
Vehicle turning left hits pedestrian	0	17	15	5	1	38
Breakage of any part of the vehicle resulting in injury or in further property damage	26	3	4	2	0	35
Domestic animal other (cat, dog, etc)	22	3	2	3	0	30
Same direction -- both turning left -- both moving -- rear end	20	3	1	1	0	25
From opposite direction - one stopped - head-on	6	7	5	3	0	21
Same direction -- both turning right -- one stopped -- sideswipe	14	5	0	0	0	19
From opposite direction - both going straight - one stopped - sideswipe	11	2	1	0	1	15
Vehicle Hits Other Road or Construction Machinery	6	2	2	1	0	11
Vehicle hits Pedestrian - All Other Actions	1	3	2	3	1	10
Person fell, jumped or was pushed from vehicle	0	1	5	1	1	8
Vehicle Struck by State Road or Construction Machinery	8	0	0	0	0	8
Same direction -- both turning left -- one stopped -- sideswipe	5	1	0	0	0	6
One car entering parked position	5	0	0	0	0	5
Vehicle Hits City Road or Construction Machinery	4	0	0	0	1	5
Not stated	3	0	1	1	0	5
Vehicle backing hits pedestrian	0	0	3	1	0	4
Vehicle hits Pedestrian - Actions Not Stated	0	0	2	0	0	2
Vehicle Struck by Other Road or Construction Machinery	1	1	0	0	0	2
Vehicle Hits County Road or Construction Machinery	2	0	0	0	0	2
Train struck moving vehicle	1	0	0	0	0	1
Train struck stopped or stalled vehicle	1	0	0	0	0	1
Vehicle struck moving train	1	0	0	0	0	1
Unicycle	0	0	1	0	0	1
Total collisions	29,481	12,152	4,864	855	248	47,601

Total Collisions



Fatal Collisions Only



Single Motor Vehicle Involved Collisions

(First Collision Type by Most Severe Injury per Collision)

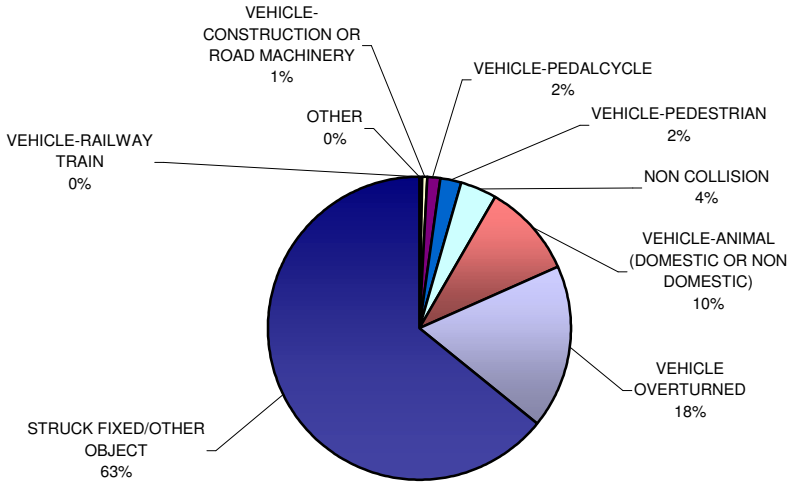
First Collision type by most severe injury of collision

Single vehicle collisions	No Injury	Possible Injury	Evident Injury	Disabling Injury	Fatal	Total	Percent Fatal
STRUCK FIXED/OTHER OBJECT	5,242	1,325	1,114	181	62	7,924	0.8%
VEHICLE OVERTURNED	926	414	684	119	24	2,167	1.1%
VEHICLE-PEDESTRIAN	8	80	107	49	19	263	7.2%
VEHICLE-PEDALCYCLE	16	48	104	16	3	187	1.6%
VEHICLE-RAILWAY TRAIN	2	0	0	0	0	2	0.0%
VEHICLE-ANIMAL (DOMESTIC OR NON DOMESTIC)	1,074	63	71	16	3	1,227	0.2%
VEHICLE-CONSTRUCTION OR ROAD MACHINERY	49	9	6	1	1	66	1.5%
NON COLLISION	429	30	30	6	1	496	0.2%
OTHER	18	3	9	1	0	31	0.0%
Total single-vehicle collisions	7,764	1,972	2,125	389	113	12,363	0.9%

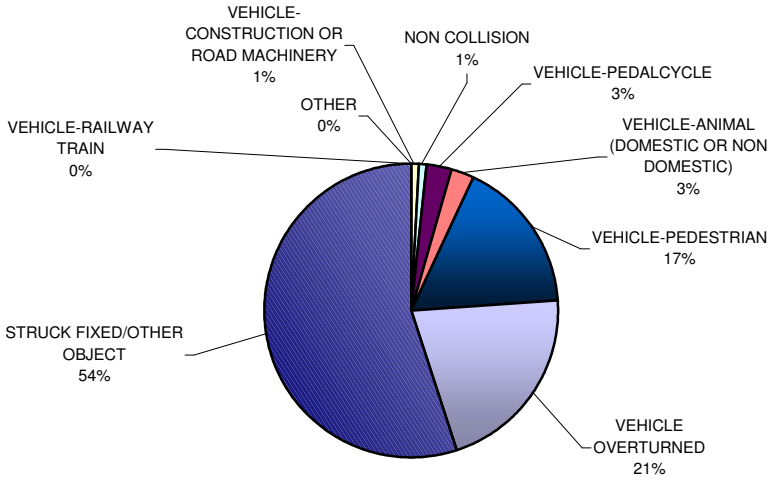
In single-vehicle collisions, the first harmful event most often recorded was "Struck fixed/other object", which also resulted in the highest number of fatalities.

Whereas pedestrian-involved collisions represent only 2% of all single-vehicle collisions, they account for 17% of all fatal single-vehicle collisions, trailing only vehicle overturns (21%) and struck fixed/other objects (54%).

Single Vehicle Collision Types



All Collisions



Fatal Collisions

Single Motor Vehicle Collisions

(Day of Week and Hour of Day)

SINGLE VEHICLE COLLISIONS

	Total Week						Monday - Thursday						Friday - Sunday					
	No Injury	Possible Injury	Evident Injury	Disabling Injury	Fatal	**Total**	No Injury	Possible Injury	Evident Injury	Disabling Injury	Fatal	**Total**	No Injury	Possible Injury	Evident Injury	Disabling Injury	Fatal	**Total**
MIDNIGHT	297	58	86	12	4	457	123	21	33	6	3	186	174	37	53	6	1	271
1:00 AM	252	71	89	16	4	432	99	25	41	7	0	172	153	46	48	9	4	260
2:00 AM	306	66	95	11	**11**	489	113	26	33	4	3	179	193	40	62	7	**8**	310
3:00 AM	221	51	53	16	1	342	91	23	21	6	0	141	130	28	32	10	1	201
4:00 AM	237	60	57	10	4	368	116	25	21	6	0	168	121	35	36	4	4	200
5:00 AM	305	66	61	14	5	451	163	35	26	6	4	234	142	31	35	8	1	217
6:00 AM	366	90	76	15	3	550	175	50	41	11	1	278	191	40	35	4	2	272
7:00 AM	374	96	84	7	6	567	206	57	50	3	4	320	168	39	34	4	2	247
8:00 AM	**378**	95	73	9	5	560	**207**	42	44	3	2	298	171	53	29	6	3	262
9:00 AM	308	78	77	11	3	477	163	50	41	6	0	260	145	28	36	5	3	217
10:00 AM	312	80	81	9	2	484	154	40	48	5	1	248	158	40	33	4	1	236
11:00 AM	311	78	75	15	0	479	159	45	38	10	0	252	152	33	37	5	0	227
NOON	294	94	92	19	4	503	145	56	45	9	0	255	149	38	47	10	4	248
1:00 PM	317	89	93	19	7	525	175	52	43	6	2	278	142	37	50	13	5	247
2:00 PM	354	85	114	25	5	583	203	44	67	13	3	330	151	41	47	12	2	253
3:00 PM	364	**129**	**144**	**28**	8	**673**	201	**74**	**78**	6	**5**	**364**	163	**55**	66	**22**	3	309
4:00 PM	333	85	113	27	9	567	167	45	74	**17**	2	305	166	40	39	10	7	262
5:00 PM	356	102	121	24	6	609	186	65	55	8	2	316	170	37	66	16	4	293
6:00 PM	383	110	122	17	6	638	195	63	54	11	4	327	188	47	**68**	6	2	**311**
7:00 PM	364	84	95	17	3	563	179	46	41	8	3	277	185	38	54	9	0	286
8:00 PM	353	74	91	22	5	545	187	36	47	9	3	282	166	38	44	13	2	263
9:00 PM	345	87	82	20	2	536	176	48	39	13	1	277	169	39	43	7	1	259
10:00 PM	335	80	79	13	4	511	171	40	38	5	3	257	164	40	41	8	1	254
11:00 PM	299	64	72	13	6	454	153	32	37	5	2	229	146	32	35	8	4	225
Total	7,764	1,972	2,125	389	113	**12,363**	3,907	1,040	1,055	183	48	**6,233**	3,857	932	1,070	206	65	**6,130**

(Hourly intervals, i.e. "midnight" represents 12:00 AM through 12:59 AM)

The hourly interval between 3:00 and 4:00 PM experiences the most single-vehicle collisions, both for Monday-Thursday and for the total week.

Between 2:00-3:00 AM, Friday-Sunday, reflects the highest frequency of fatal collisions.

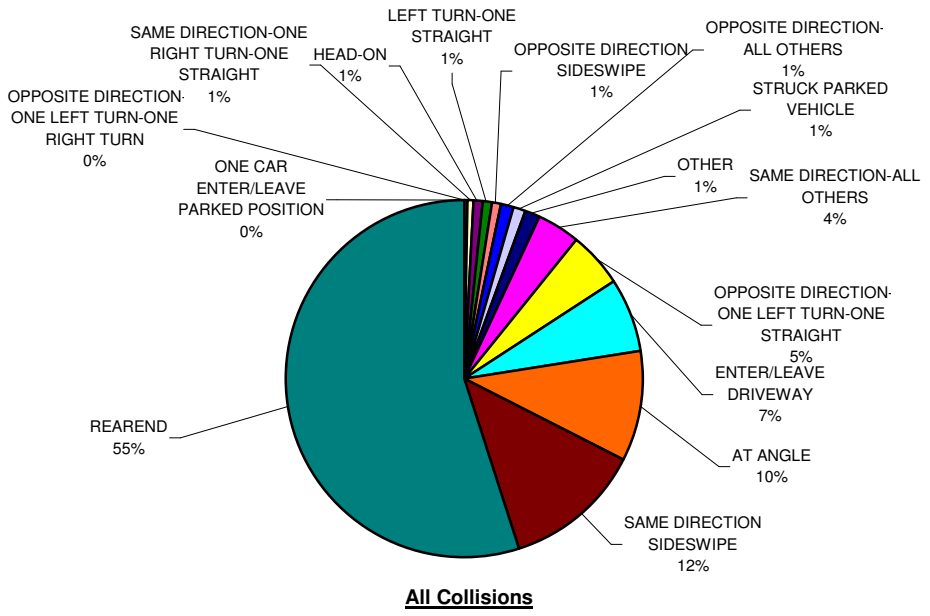
Multiple Motor Vehicle Involved Collisions

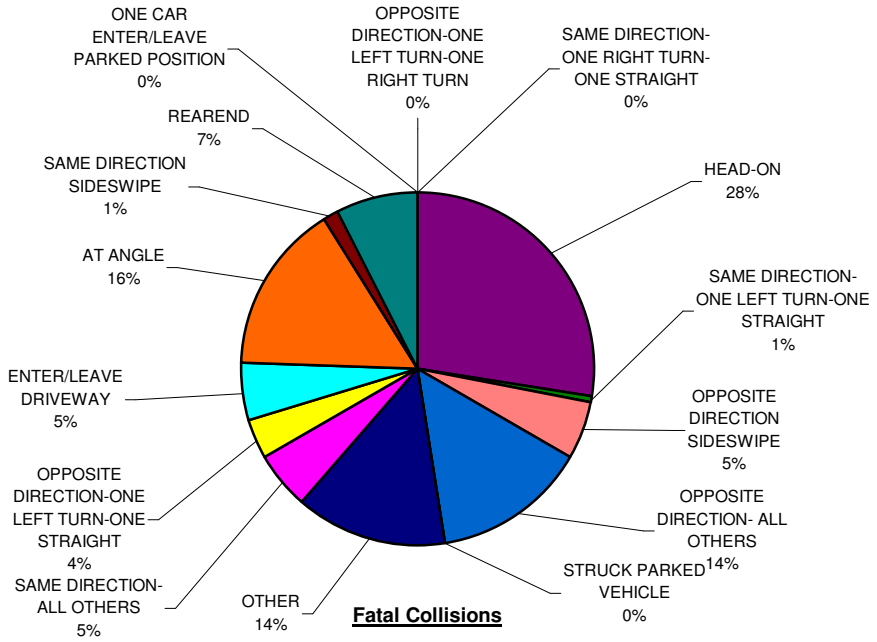
(First Collision Type by Most Severe Injury per Collision)

Multiple vehicle collisions	No Injury	Possible Injury	Evident Injury	Disabling Injury	Fatal	Total	Percent Fatal
REAREND	11,068	6,965	1,246	128	10	19,417	0.1%
HEAD-ON	45	46	57	39	37	224	16.5%
AT ANGLE	2,153	879	372	93	21	3,518	0.6%
ENTER/LEAVE DRIVEWAY	1,516	571	217	41	7	2,352	0.3%
ONE CAR ENTER/LEAVE PARKED POSITION	40	3	1	0	0	44	0.0%
SAME DIRECTION SIDESWIPE	3,631	564	179	24	2	4,400	0.0%
SAME DIRECTION-ONE RIGHT TURN-ONE STRAIGHT	150	36	11	2	0	199	0.0%
SAME DIRECTION-ONE LEFT TURN-ONE STRAIGHT	204	45	29	4	1	283	0.4%
SAME DIRECTION-ALL OTHERS	979	298	123	20	7	1,427	0.5%
OPPOSITE DIRECTION SIDESWIPE	153	55	58	23	7	296	2.4%
OPPOSITE DIRECTION-ONE LEFT TURN-ONE STRAIGHT	940	474	228	43	5	1,690	0.3%
OPPOSITE DIRECTION-ONE LEFT TURN-ONE RIGHT TURN	76	5	4	0	0	85	0.0%
OPPOSITE DIRECTION- ALL OTHERS	189	82	90	21	19	401	4.7%
STRUCK PARKED VEHICLE	296	52	42	12	0	402	0.0%
OTHER	277	105	83	16	19	500	3.8%
Total multiple vehicle collisions	21,717	10,180	2,740	466	135	35,238	0.4%

Rear-end collisions constitute the majority of total multiple vehicle collisions (55%), but represent only 7% of fatal multiple vehicle collisions. Conversely, head-on collisions account for only 1% of all multiple vehicle collisions, but 28% of fatal multiple vehicle collisions.

Multiple Vehicle Collision Types





Multiple Motor Vehicle Collisions

(Day of Week and Hour of Day)

MULTIPLE VEHICLE COLLISIONS

	Total Week						Monday - Thursday						Friday - Sunday					
	No Injury	Possible Injury	Evident Injury	Disabling Injury	Fatal	**Total**	No Injury	Possible Injury	Evident Injury	Disabling Injury	Fatal	**Total**	No Injury	Possible Injury	Evident Injury	Disabling Injury	Fatal	**Total**
MIDNIGHT	168	79	32	5	3	287	60	29	16		1	106	108	50	16	5	2	181
1:00 AM	133	46	36	12	5	232	42	15	9	3	1	70	91	31	27	9	4	162
2:00 AM	113	53	30	6	2	204	30	8	12	3	0	53	83	45	18	3	2	151
3:00 AM	70	29	17	6	0	122	26	8	8	2	0	44	44	21	9	4	0	78
4:00 AM	80	31	18	5	1	135	45	11	9	3	0	68	35	20	9	2	1	67
5:00 AM	236	103	42	7	4	392	152	81	24	3	4	264	84	22	18	4	0	128
6:00 AM	684	296	61	12	6	1,059	538	236	47	7	3	831	146	60	14	5	3	228
7:00 AM	1,163	515	113	26	**11**	1,828	921	409	91	19	**9**	1,449	242	106	22	7	2	379
8:00 AM	968	424	101	13	4	1,510	733	320	83	10	4	1,150	235	104	18	3	0	360
9:00 AM	834	417	95	15	5	1,366	560	282	59	9	5	915	274	135	36	6	0	451
10:00 AM	934	418	133	20	1	1,506	593	256	82	10	0	941	341	162	51	10	1	565
11:00 AM	1,186	516	143	23	8	1,876	678	287	85	14	5	1,069	508	229	58	9	3	807
NOON	1,388	620	160	26	5	2,199	748	305	87	17	3	1,160	640	315	73	9	2	1,039
1:00 PM	1,520	741	176	36	9	2,482	811	404	91	19	6	1,331	709	337	85	17	3	1,151
2:00 PM	1,689	867	232	30	10	2,828	1,001	507	111	12	4	1,635	688	360	**121**	**18**	**6**	1,193
3:00 PM	2,077	978	249	39	8	3,351	1,264	613	145	21	3	2,046	813	365	104	**18**	5	1,305
4:00 PM	2,206	1,106	260	37	**11**	3,620	1,399	691	163	21	**9**	2,283	807	**415**	97	16	2	1,337
5:00 PM	**2,364**	**1,167**	**279**	**39**	**11**	**3,860**	**1,516**	**754**	**183**	**26**	7	**2,486**	**848**	413	96	13	4	**1,374**
6:00 PM	1,451	664	175	29	5	2,324	874	409	97	18	3	1,401	577	255	78	11	2	923
7:00 PM	859	392	122	21	6	1,400	465	216	72	8	2	763	394	176	50	13	4	637
8:00 PM	502	219	82	11	4	818	284	134	41	10	4	473	218	85	41	1	0	345
9:00 PM	437	212	69	15	8	741	238	123	36	9	3	409	199	89	33	6	5	332
10:00 PM	382	164	66	17	3	632	189	76	27	10	1	303	193	88	39	7	2	329
11:00 PM	273	123	49	16	5	466	120	48	22	6	3	199	153	75	27	10	2	267
Total	21,717	10,180	2,740	466	135	**35,238**	13,287	6,222	1,600	260	80	**21,449**	8,430	3,958	1,140	206	55	**13,789**

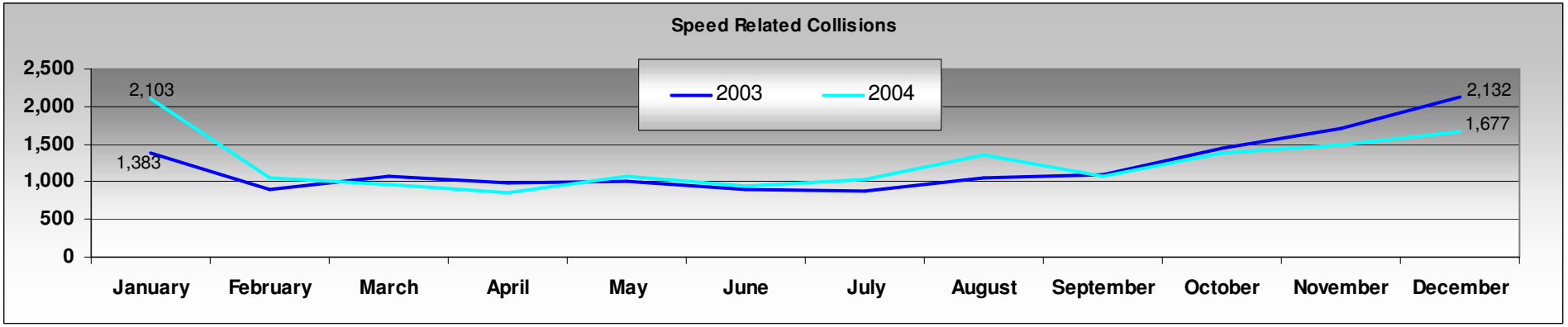
(Hourly intervals, i.e. "midnight" represents 12:00 AM through 12:59 AM)

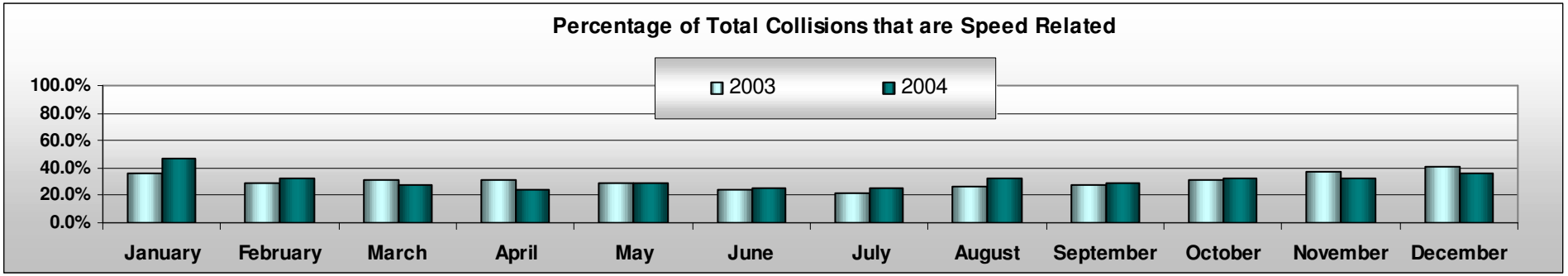
The hour interval between 5:00 and 6:00 PM experiences the most multiple vehicle collisions, both for Monday-Thursday and Friday-Sunday.

Between 7:00-8:00 AM, and again between 4:00-5:00 PM, for Monday-Thursday reflects the highest frequency of fatal collisions.

Speed Related Collisions

	TOTAL COLLISIONS			SPEED-RELATED COLLISIONS			PERCENTAGE OF TOTAL COLLISIONS THAT ARE SPEED-RELATED		
	2003	2004	% CHANGE	2003	2004	% CHANGE	2003	2004	% CHANGE
January	3,870	4,497	16.2%	1,383	2,103	52.1%	35.7%	46.8%	30.9%
February	3,064	3,314	8.2%	893	1,059	18.6%	29.1%	32.0%	9.6%
March	3,396	3,491	2.8%	1,078	974	-9.6%	31.7%	27.9%	-12.1%
April	3,170	3,446	8.7%	977	849	-13.1%	30.8%	24.6%	-20.1%
May	3,450	3,713	7.6%	1,006	1,082	7.6%	29.2%	29.1%	-0.1%
June	3,781	3,727	-1.4%	898	939	4.6%	23.8%	25.2%	6.1%
JANUARY-JUNE	20,731	22,188	7.0%	6,235	7,006	12.4%	30.1%	31.6%	5.0%
July	4,076	3,971	-2.6%	878	1,023	16.5%	21.5%	25.8%	19.6%
August	4,004	4,218	5.3%	1,058	1,352	27.8%	26.4%	32.1%	21.3%
September	3,957	3,719	-6.0%	1,091	1,073	-1.6%	27.6%	28.9%	4.6%
October	4,602	4,286	-6.9%	1,454	1,389	-4.5%	31.6%	32.4%	2.6%
November	4,586	4,537	-1.1%	1,718	1,484	-13.6%	37.5%	32.7%	-12.7%
December	5,194	4,692	-9.7%	2,132	1,677	-21.3%	41.0%	35.7%	-12.9%
JULY-DECEMBER	26,419	25,423	-3.8%	8,331	7,998	-4.0%	31.5%	31.5%	-0.2%
YEARLY TOTAL	47,150	47,611	1.0%	14,566	15,004	3.0%	30.9%	31.5%	2.0%





Speed Related Collisions by County

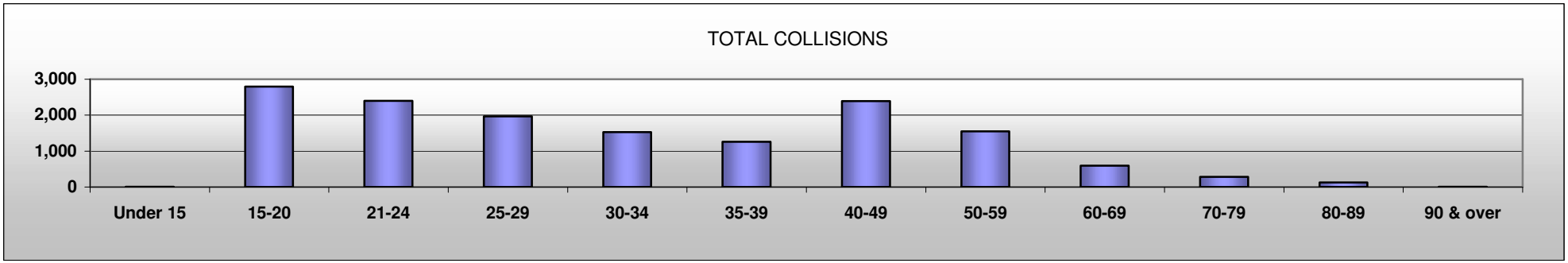
County Name	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVOLVED ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
Adams	74	1	4	18	7	29	44	1	52	5	25	22	100	2	3
Asotin	6	0	0	3	3	6	0	0	8	0	4	4	11	0	0
Benton	261	3	0	43	66	109	149	3	165	0	51	114	459	4	6
Chelan	149	0	7	28	32	67	82	0	104	9	41	54	211	5	8
Clallam	118	3	5	24	25	54	61	7	78	8	33	37	170	6	9
Clark	482	3	13	55	140	208	271	3	323	14	68	241	854	39	51
Columbia	5	0	0	1	1	2	3	0	3	0	1	2	6	0	0
Cowlitz	243	1	12	42	53	107	135	1	153	12	58	83	355	7	8
Douglas	49	0	1	10	8	19	30	0	40	2	17	21	65	1	3
Ferry	17	1	2	5	1	8	8	1	13	2	9	2	18	2	2
Franklin	114	0	4	18	19	41	73	0	50	4	20	26	174	2	2
Garfield	13	0	0	2	0	2	11	0	3	0	3	0	14	0	0
Grant	103	3	2	22	21	45	55	3	71	2	34	35	140	8	8
Grays Harbor	123	0	6	21	30	57	66	0	77	7	26	44	190	9	11
Island	119	0	1	14	50	65	54	0	97	1	16	80	244	9	10
Jefferson	65	4	4	11	10	25	36	4	38	5	17	16	87	6	6
King	5,534	13	58	378	1,785	2,221	3,300	15	3,307	70	481	2,756	11,436	195	290
Kitsap	363	1	5	47	97	149	213	1	223	6	61	156	683	17	27
Kittitas	304	3	4	44	48	96	205	3	147	4	58	85	398	10	10
Klickitat	67	0	4	13	11	28	39	0	39	4	18	17	81	1	2
Lewis	236	3	7	35	45	87	146	3	138	8	49	81	371	13	14
Lincoln	39	0	2	18	6	26	13	0	42	4	20	18	48	1	1
Mason	125	0	4	26	24	54	71	0	85	4	38	43	195	13	18
Okanogan	80	1	3	20	14	37	42	1	50	4	23	23	99	4	7
Pacific	43	0	2	3	13	18	25	0	23	2	3	18	56	5	7
Pend Oreille	39	1	1	10	6	17	21	1	28	1	14	13	46	2	2
Pierce	2,165	8	22	197	726	945	1,212	9	1,455	27	255	1,173	4,254	128	153
Skagit	259	1	6	34	65	105	153	1	161	9	45	107	411	11	15
Skamania	36	0	4	9	3	16	20	0	22	5	12	5	44	2	4
Snohomish	1,834	6	21	157	567	745	1,083	7	1,077	22	207	848	3,707	69	86
Spokane	546	3	15	66	129	210	333	3	307	22	76	209	924	27	35
Stevens	63	0	2	14	11	27	36	0	41	2	22	17	78	3	3
Thurston	508	1	6	50	143	199	308	1	265	6	59	200	904	20	24
Wahkiakum	11	0	0	1	3	4	7	0	4	0	1	3	12	3	4
Walla Walla	77	0	1	13	16	30	47	0	41	1	16	24	114	0	2
Whatcom	387	1	5	58	111	174	212	1	279	5	76	198	660	14	18
Whitman	120	1	3	22	12	37	82	1	60	7	32	21	161	2	4
Yakima	224	5	6	40	38	84	135	6	122	9	53	60	317	14	16

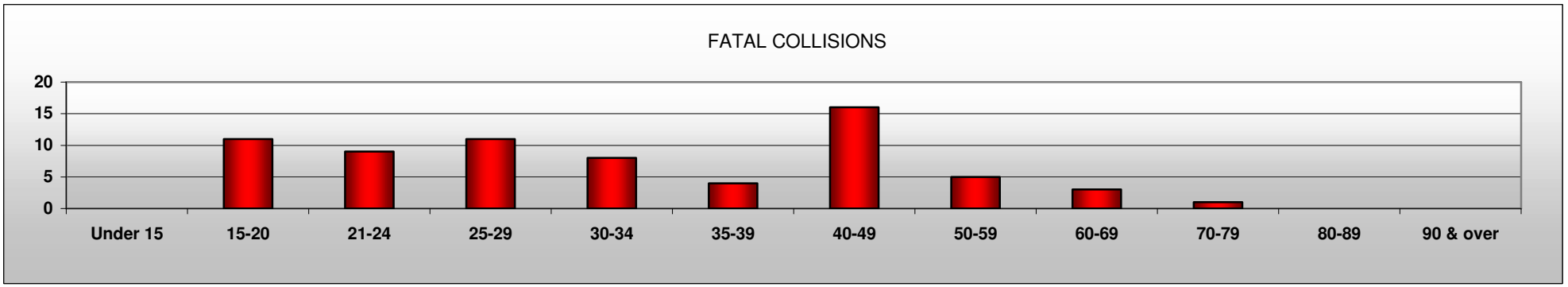
Contributing Circumstances: Exceeding Stated Speed Limit and/or Exceeding Reasonable Safe Speed. This data is a combination of all three Contributing Circumstances for each motor vehicle unit

Number of Drivers in Speed Related Collisions by Age Group

DRIVER AGE GROUP	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS
Under 15	8	0	0	1	4	3
15-20	2,797	11	42	277	808	1,659
21-24	2,396	9	44	302	657	1,384
25-29	1,967	11	36	205	543	1,172
30-34	1,531	8	26	154	453	890
35-39	1,262	4	19	142	373	724
40-49	2,390	16	43	234	740	1,357
50-59	1,547	5	25	169	491	857
60-69	594	3	6	55	211	319
70-79	285	1	6	40	103	135
80-89	124	0	1	20	47	56
90 & over	8	0	0	2	5	1

Contributing Circumstances: Exceeding Stated Speed Limit and/or Exceeding Reasonable Safe Speed. This data is a combination of all three Contributing Circumstances for each motor vehicle unit





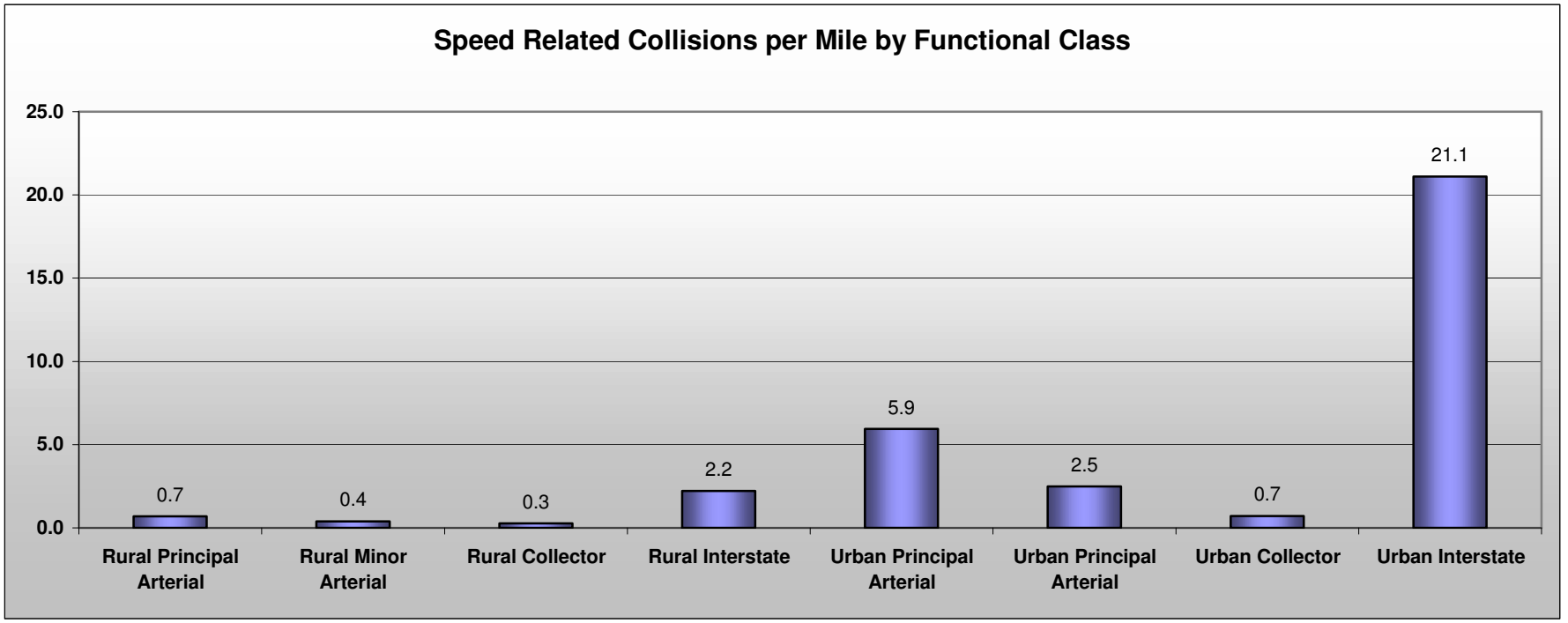
Speed Related Collisions by Functional Class

State Functional Class Code	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVOLVED ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
R1	1,384	13	50	247	326	623	748	14	974	67	341	566	2,075	54	81
R2	636	9	28	130	147	305	322	9	457	34	172	251	920	39	51
R3	454	4	16	99	84	199	251	7	274	18	129	127	601	43	53
R5	1,034	10	19	156	193	368	656	13	553	23	213	317	1,450	36	44
U1	4,664	15	66	431	1,467	1,964	2,685	17	2,913	78	546	2,289	9,278	224	278
U2	554	3	14	55	190	259	292	3	388	14	72	302	1,110	37	42
U3	5	0	0	1	1	2	3	0	3	0	1	2	8	0	0
U5	6,270	13	49	453	1,931	2,433	3,824	13	3,629	59	568	3,002	12,655	221	320

U=Urban
R=Rural

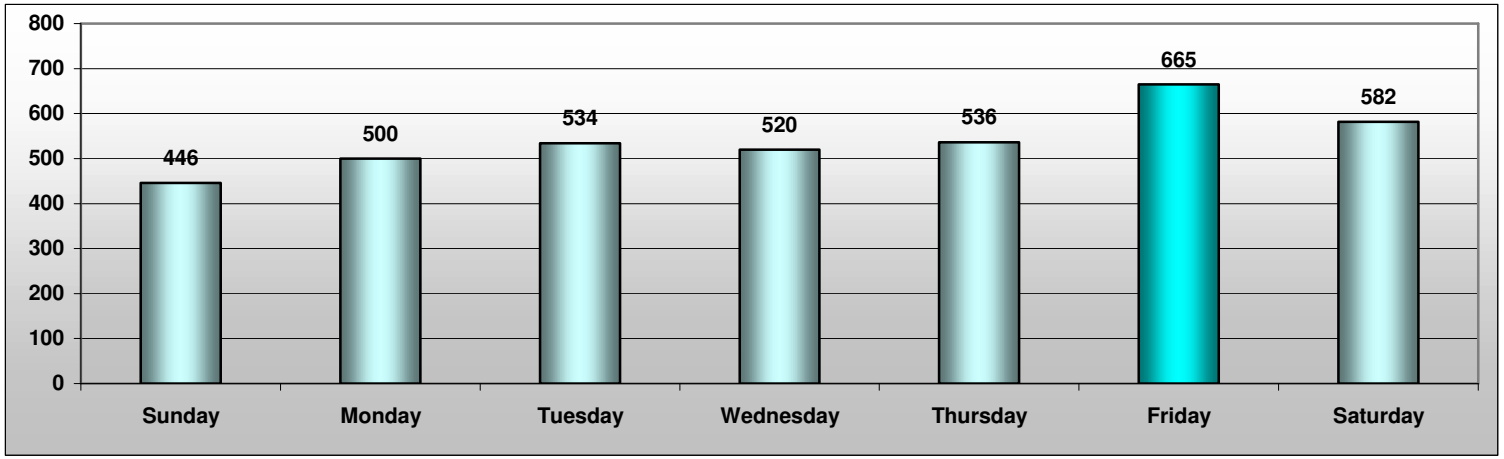
1 = Principal Arterial State Highway
2 = Minor Arterial State Highway
3 = Collector State Highway
5 = Interstate Highway

Contributing Circumstances: Exceeding Stated Speed Limit and/or Exceeding Reasonable Safe Speed. This data is a combination of all three Contributing Circumstances for each motor vehicle unit



Hit and Run Collisions

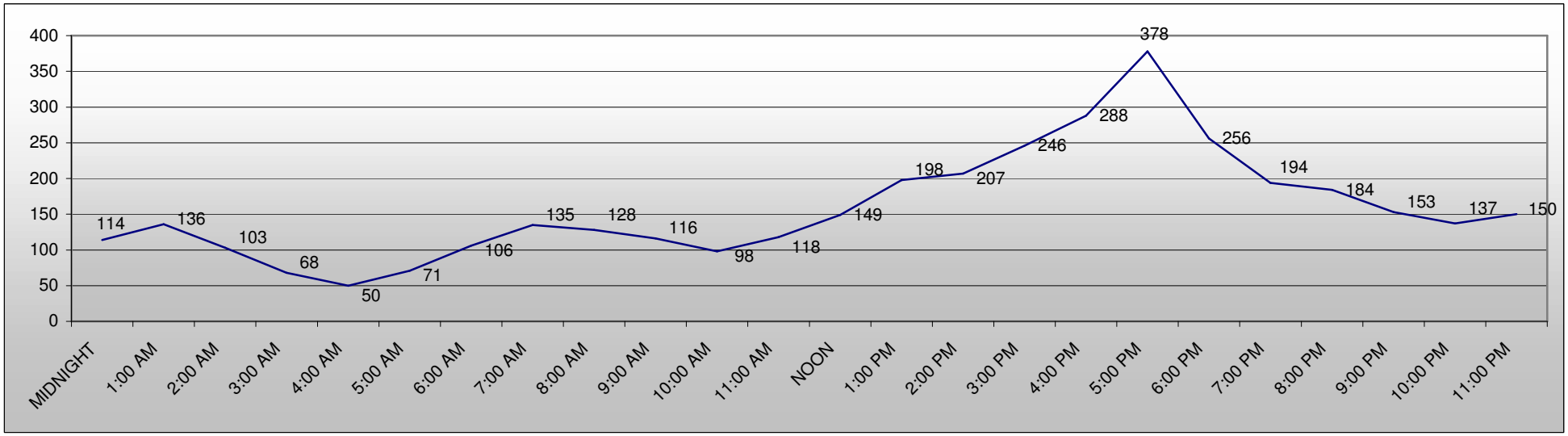
Hit and Run Collisions by Day of Week and Time



The highest number of hit and run collisions occurred on Friday, with the least number on Sunday.

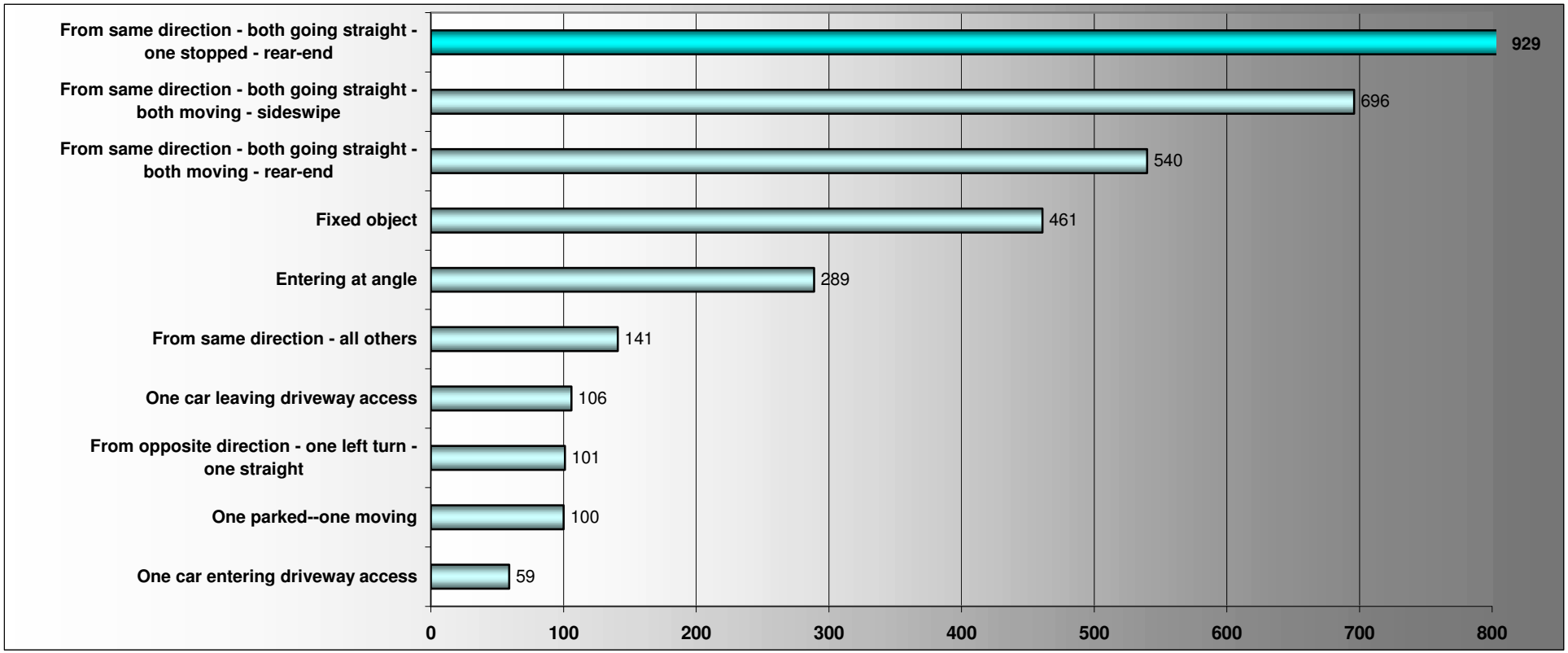
The hour interval between 5:00 and 6:00 PM has the highest number of hit and run collisions by far, while the fewest number occur between 5:00 and 6:00 AM.

Hit and Run Collisions by *Hour



**Hourly intervals, i.e. "midnight" represents 12:00 AM through 12:59 AM*

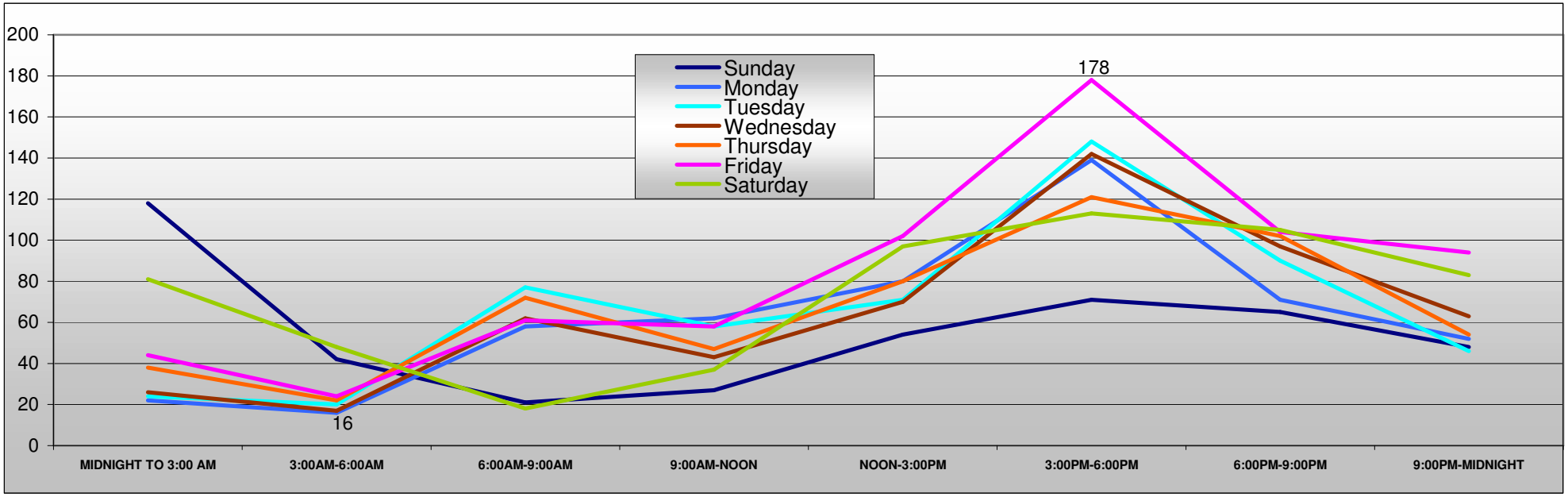
Hit and Run Collisions by Leading Types



The majority of Hit and Run collisions involved collision types oriented towards traveling in the same direction and involving either a rear-end or sideswipe collision, which represents 2,165 collisions or 57% of the total 3,783 Hit and Run collisions.

Hit and Run Collisions by Time of Day and Day of Week

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
MIDNIGHT TO 3:00 AM	**118**	22	24	26	38	44	81	353
3:00AM-6:00AM	42	16	20	17	22	24	48	189
6:00AM-9:00AM	21	58	77	62	72	61	18	369
9:00AM-NOON	27	62	58	43	47	58	37	332
NOON-3:00PM	54	80	71	70	80	102	97	554
3:00PM-6:00PM	71	**139**	**148**	**142**	**121**	**178**	**113**	**912**
6:00PM-9:00PM	65	71	90	97	102	104	105	634
9:00PM-MIDNIGHT	48	52	46	63	54	94	83	440

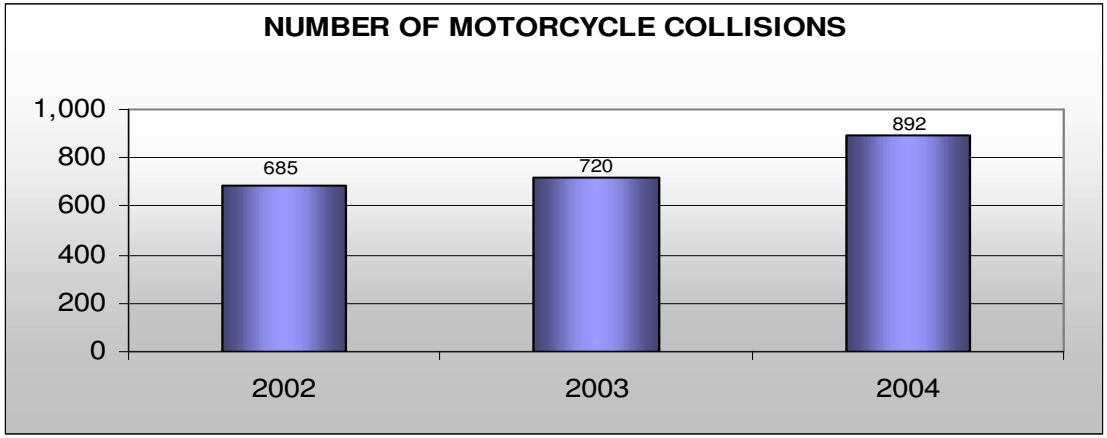


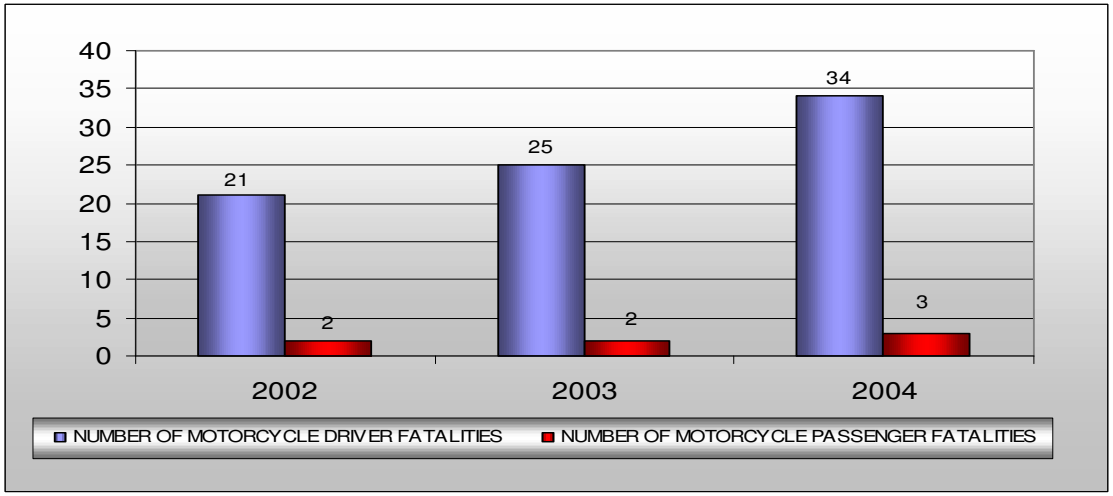
The above table and chart show the relationship between Time of Day and Day of Week for Hit and Run Collisions. The aggregated subgroup of 3:00-6:00pm on Friday represents the highest frequency of Hit and Run collisions with 178. The aggregated subgroup 3:00-6:00am on Monday represents the lowest frequency of 16 Hit and Run collisions.

Motorcycle Collisions

3 Year Comparison

	2002	2003	2004
NUMBER OF COLLISIONS	685	720	892
MOTORCYCLES INVOLVED	702	735	921
TOTAL NUMBER OF FATALITIES	23	28	39
TOTAL NUMBER OF DISABLING INJURIES	150	132	156
TOTAL NUMBER OF EVIDENT INJURIES	299	340	428
TOTAL NUMBER OF POSSIBLE INJURIES	197	225	266
NUMBER OF MOTORCYCLE DRIVER FATALITIES	21	25	34
NUMBER OF MOTORCYCLE DRIVER DISABLING INJURIES	123	112	134
NUMBER OF MOTORCYCLE DRIVER EVIDENT INJURIES	254	288	381
NUMBER OF MOTORCYCLE DRIVER POSSIBLE INJURIES	153	161	202
TOTAL MOTORCYCLE DRIVER INJURIES	530	561	717
NUMBER OF MOTORCYCLE PASSENGER FATALITIES	2	2	3
NUMBER OF MOTORCYCLE PASSENGER DISABLING INJURIES	24	16	21
NUMBER OF MOTORCYCLE PASSENGER EVIDENT INJURIES	36	35	41
NUMBER OF MOTORCYCLE PASSENGER POSSIBLE INJURIES	15	26	23
TOTAL MOTORCYCLE PASSENGER INJURIES	75	77	152
TOTAL MOTORCYCLIST FATALITIES	23	27	37
TOTAL MOTORCYCLIST INJURIES	605	638	802





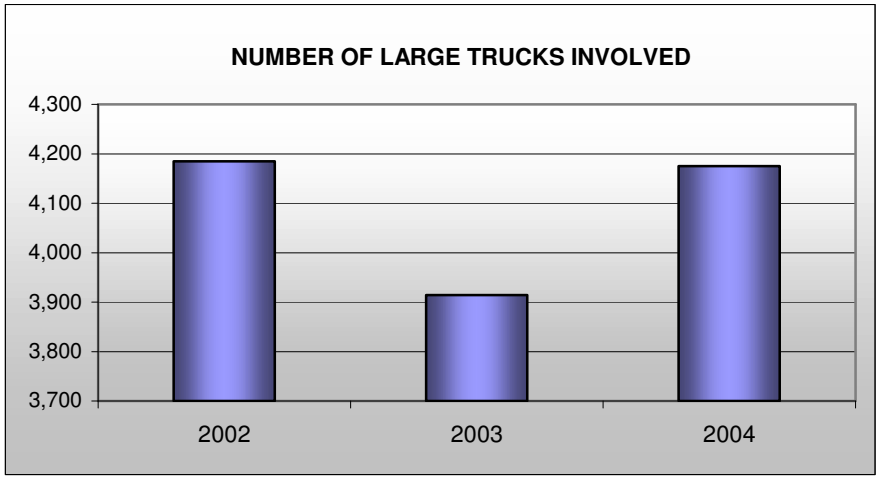
Since 2002, the number of motorcycle-involved collisions has increased by 30%. During the same period, the number of fatalities for motorcycle drivers/passengers grew at twice this rate, or 61%.

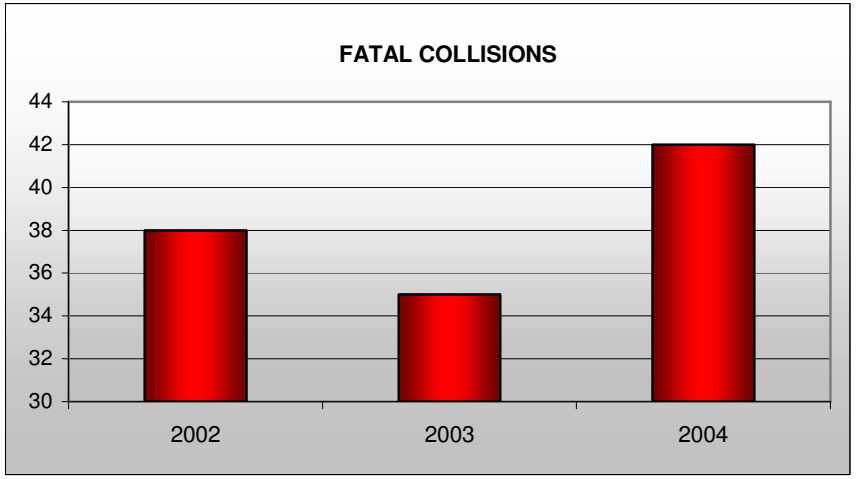
Of the total fatalities experienced in motorcycle collisions, motorcycle drivers/passengers accounted for 37 of the 39 fatalities, or 95%.

Heavy Truck Collisions

(over 10,000 lbs)

	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF LARGE TRUCKS INVOLVED
2002	3,972	38	94	408	781	1,283	2,651	42	1,893	121	522	1,250	4,185
2003	3,724	35	64	362	797	1,223	2,466	42	1,868	83	500	1,285	3,914
2004	3,932	42	70	369	800	1,239	2,651	43	1,778	89	468	1,221	4,175
Total	11,628	115	228	1,139	2,378	3,745	7,768	127	5,539	293	1,490	3,756	12,274





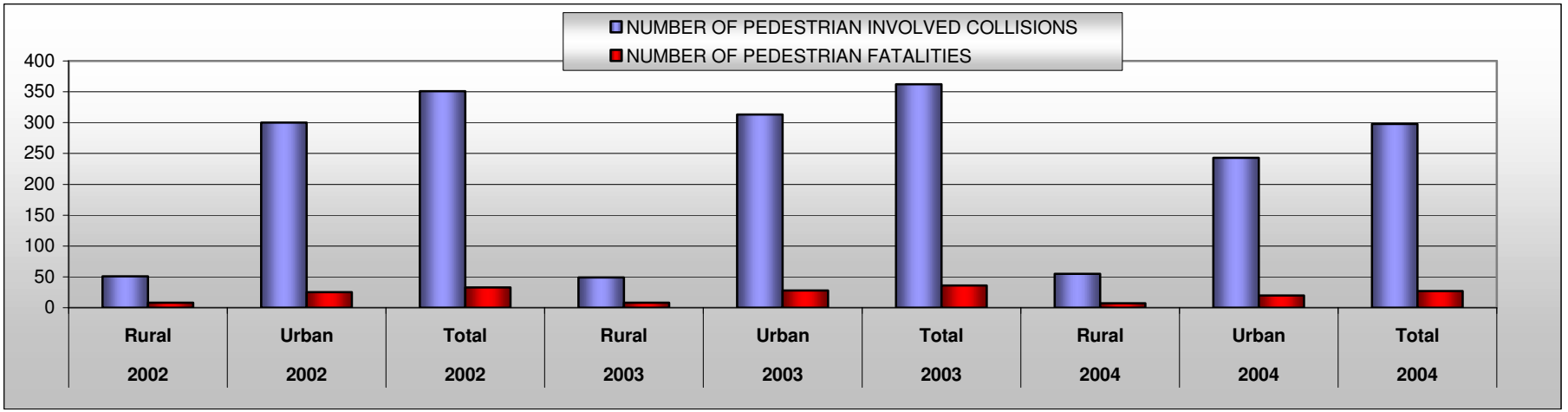
The Heavy Truck-involved collision information denotes a consistent trend for all noted categories throughout the three-year period. Although the fatal and possible injuries slightly increased, the disabling and evident injury collisions offset those injury types with a slight decrease.

Pedestrian Collisions

Pedestrian Fatalities and Injuries in Traffic Collisions – 3 year Comparison

YEAR		*NUMBER OF PEDESTRIAN INVOLVED COLLISIONS	NUMBER OF PEDESTRIANS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDESTRIAN FATALITIES	NUMBER OF PEDESTRIAN DISABLING INJURIES	NUMBER OF PEDESTRIAN EVIDENT INJURIES	NUMBER OF PEDESTRIAN POSSIBLE INJURIES
2002	Rural	51	57	67	8	26	17	6
	Urban	300	317	335	25	45	138	99
	Total	351	374	402	33	71	155	105
2003	Rural	49	51	65	8	8	25	8
	Urban	313	336	349	28	54	124	114
	Total	362	387	414	36	62	149	122
2004	Rural	55	57	76	7	14	17	16
	Urban	243	262	289	20	45	113	72
	Total	298	319	365	27	59	130	88
Grand Total		1,011	1,080	1,181	96	192	434	315

**Based on Pedestrian Status*

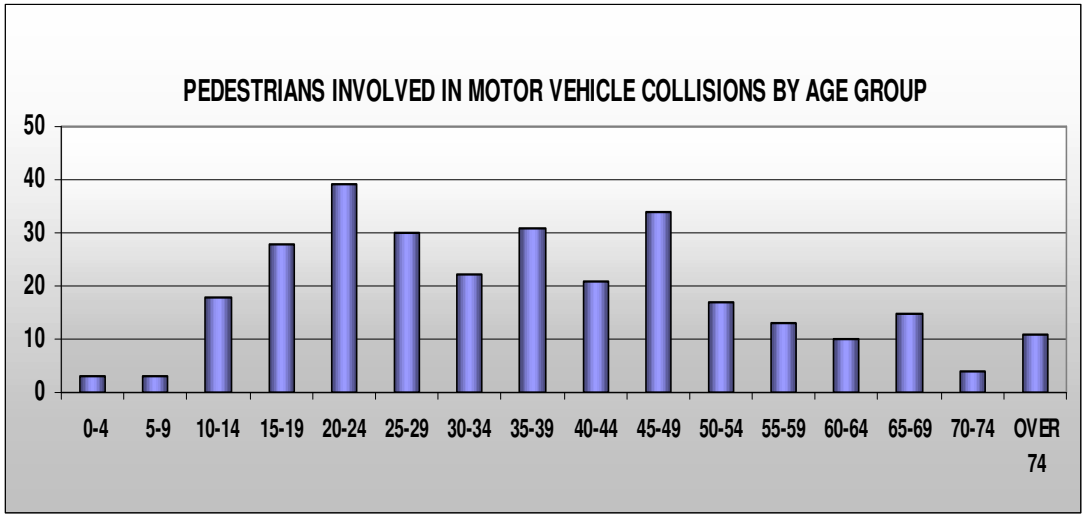


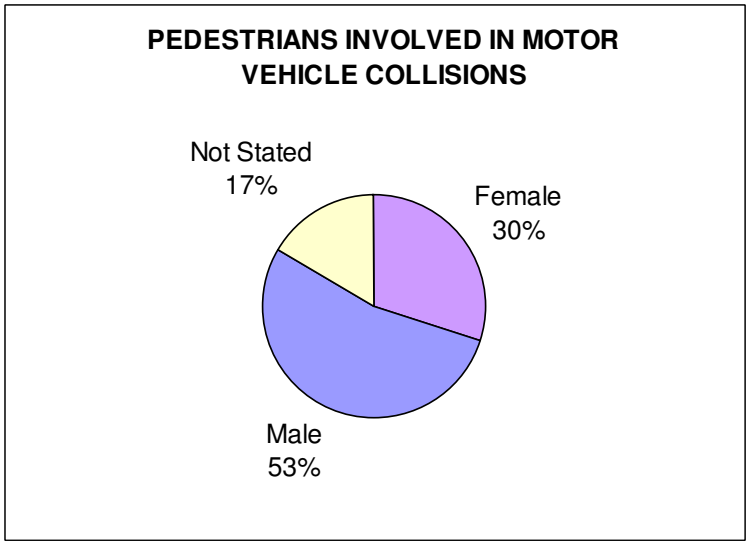
Eighty-five percent of all pedestrian involved collisions occur in urban areas. When just fatalities are considered, the urban percentage drops slightly, to 76%.

***Pedestrian Collisions by Age and Gender**

	NUMBER OF PEDESTRIANS	NUMBER OF PEDESTRIAN FATALITIES	NUMBER OF PEDESTRIAN DISABLING INJURIES	NUMBER OF PEDESTRIAN EVIDENT INJURIES	NUMBER OF PEDESTRIAN POSSIBLE INJURIES
0-4	3	0	0	1	1
5-9	3	0	0	1	2
10-14	18	0	2	10	5
15-19	28	1	5	15	7
20-24	39	5	11	16	6
25-29	30	1	6	13	7
30-34	22	5	5	3	7
35-39	31	5	5	10	10
40-44	21	0	6	6	9
45-49	34	2	3	19	9
50-54	17	0	3	10	3
55-59	13	1	1	4	6
60-64	10	3	2	2	3
65-69	15	3	2	6	4
70-74	4	1	3	0	0
OVER 74	11	0	1	9	1
NOT STATED	20	0	4	5	8
Total	319	27	59	130	88

**Based on Pedestrian Status*





Males, and persons between the ages of 20-24 and 45-49, are most likely to be involved in pedestrian collisions.

	NUMBER OF PEDESTRIANS	NUMBER OF PEDESTRIAN FATALITIES	NUMBER OF PEDESTRIAN DISABLING INJURIES	NUMBER OF PEDESTRIAN EVIDENT INJURIES	NUMBER OF PEDESTRIAN POSSIBLE INJURIES
Female	96	6	19	41	30
Male	170	21	32	65	42
Not Stated	53	0	8	24	16
Total	319	27	59	130	88

Pedestrian vs. Driver; Leading Contributing Circumstances

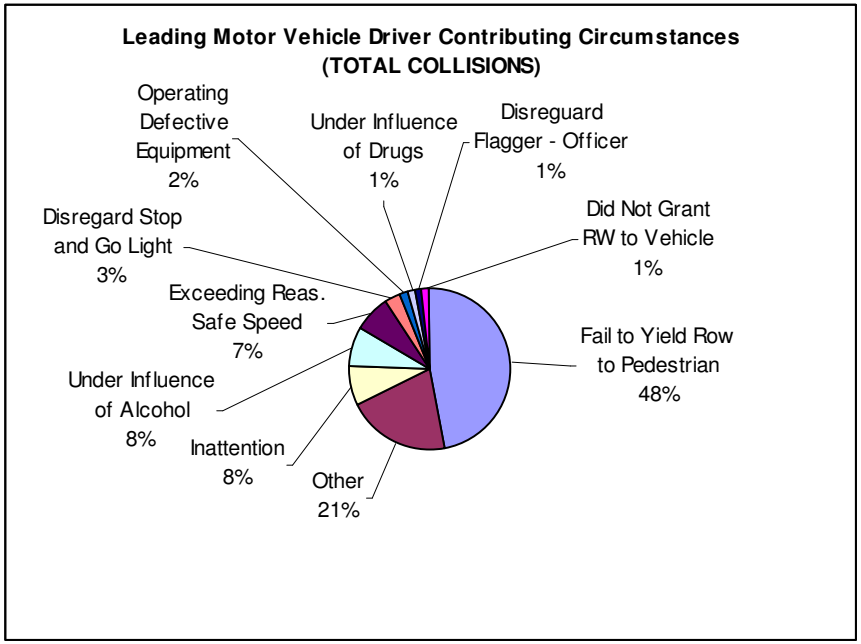
Leading Motor Vehicle Driver Contributing Circumstances in:

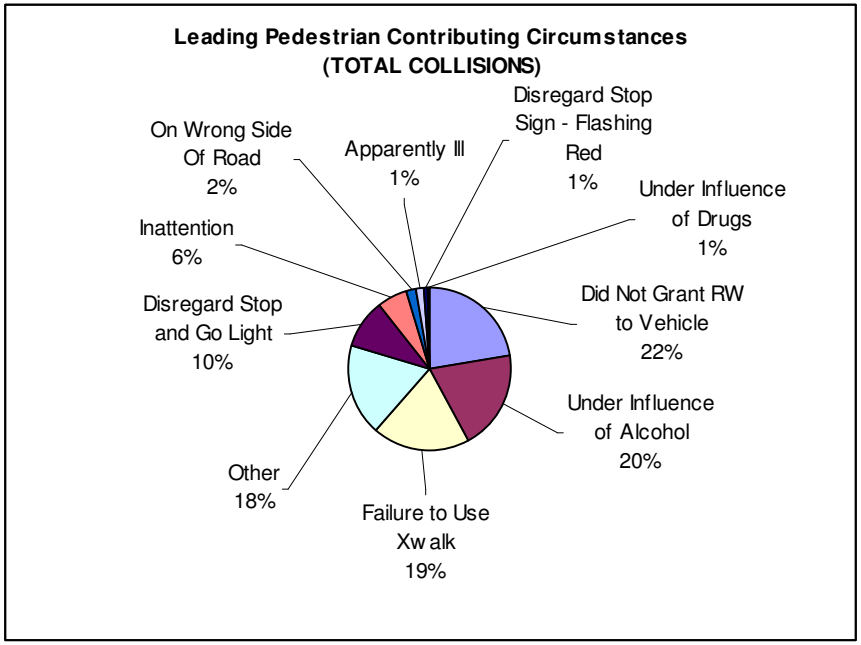
	TOTAL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS
Fail to Yield Row to Pedestrian	101	1	99
Other	44	11	33
Inattention	17	0	17
Under Influence of Alcohol	17	1	15
Exceeding Reas. Safe Speed	16	2	14
Disregard Stop and Go Light	7	0	7
Operating Defective Equipment	4	2	2
Under Influence of Drugs	3	0	3
Disregard Flagger - Officer	3	0	2
Did Not Grant RW to Vehicle	3	0	3

Leading Pedestrian Contributing Circumstances in:

	TOTAL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS
Did Not Grant RW to Vehicle	38	3	33
Under Influence of Alcohol	33	8	24
Failure to Use Xwalk	32	5	27
Other	31	4	25
Disregard Stop and Go Light	16	1	15
Inattention	10	2	8
On Wrong Side Of Road	4	0	4
Apparently Ill	2	0	2
Disregard Stop Sign - Flashing Red	1	0	0
Under Influence of Drugs	1	0	1

Failure to yield right of way is the leading Contributing Circumstance for both Drivers and Pedestrians involved in all collisions. In fatal collisions, 35% of the Pedestrians were under the influence of alcohol.



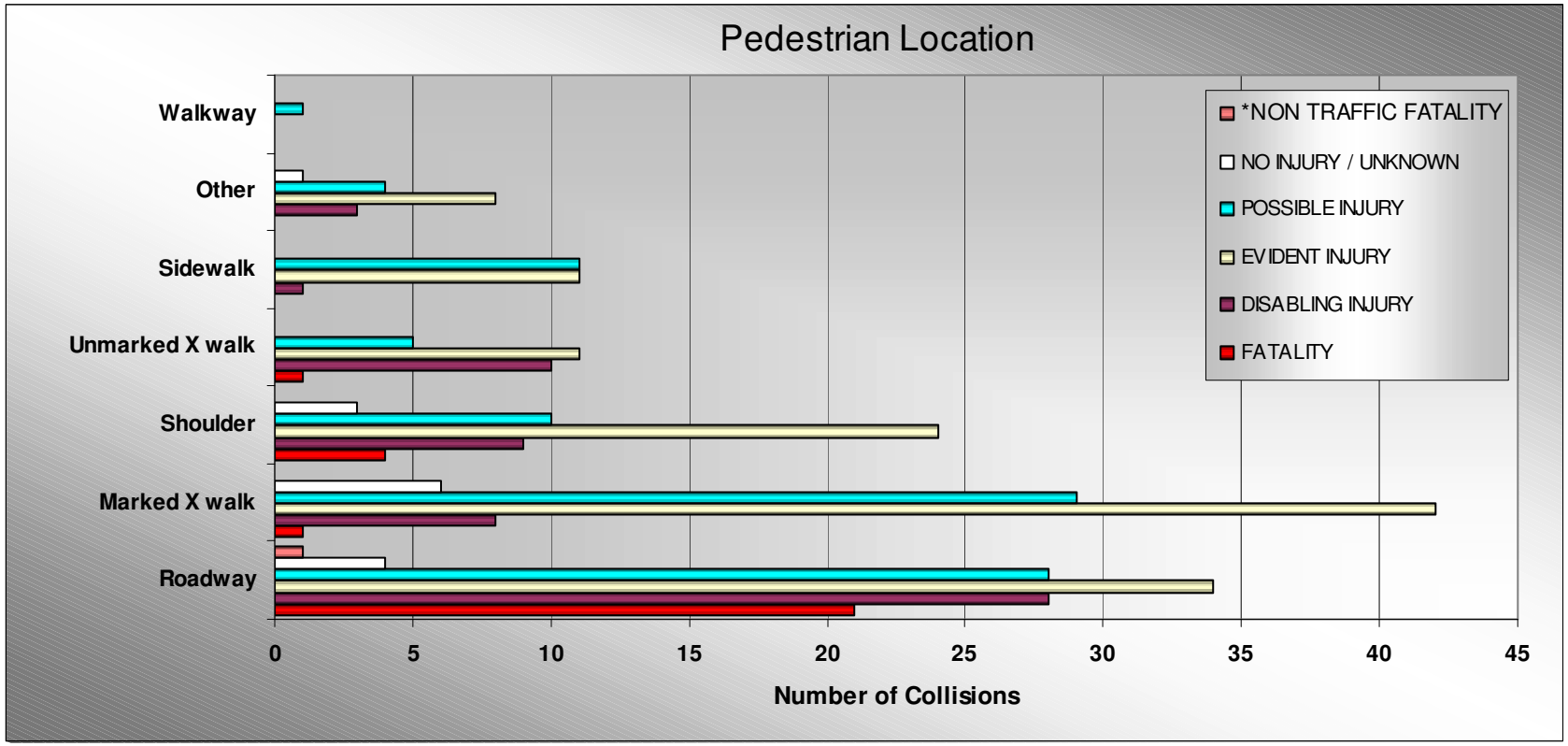


Pedestrian Location (Pedestrian Was Using)

PEDESTRIAN WAS USING	FATALITY	DISABLING INJURY	EVIDENT INJURY	POSSIBLE INJURY	NO INJURY / UNKNOWN	*NON TRAFFIC FATALITY	TOTAL
Roadway	21	28	34	28	4	1	116
Marked X walk	1	8	42	29	6	0	86
Shoulder	4	9	24	10	3	0	50
Unmarked X walk	1	10	11	5	0	0	27
Sidewalk	0	1	11	11	0	0	23
Other	0	3	8	4	1	0	16
Walkway	0	0	0	1	0	0	1
TOTAL	27	59	130	88	14	1	319

Pedestrian fatalities account for 8% of all pedestrians involved in collisions.

Pedestrians in the roadway or crossing at a non-intersection location account for 36% of all pedestrians involved in collisions and 78% of all pedestrian fatalities.



*Suicide

Pedestrian Collisions by County

	*NUMBER OF PEDESTRIAN INVOLVED COLLISIONS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDESTRIANS	NUMBER OF PEDESTRIAN FATALITIES	NUMBER OF PEDESTRIAN DISABLING INJURIES	NUMBER OF PEDESTRIAN EVIDENT INJURIES	NUMBER OF PEDESTRIAN POSSIBLE INJURIES
King	104	114	115	10	20	45	36
Snohomish	49	57	52	2	12	21	11
Pierce	32	36	32	2	4	15	10
Spokane	17	20	18	2	1	7	8
Kitsap	17	19	19	0	1	8	10
Clark	8	10	8	3	2	2	1
Yakima	7	9	7	2	3	0	2
Skagit	7	8	7	2	1	2	2
Grays Harbor	7	7	7	0	5	0	2
Lewis	6	7	6	0	1	2	2
Whatcom	6	7	6	0	1	4	1
Pacific	6	6	6	0	2	2	2
Cowlitz	4	7	4	1	0	3	0
Mason	4	4	4	1	1	2	0
Stevens	4	4	4	0	1	1	1
Kittitas	3	4	3	0	2	1	0
Island	3	3	3	0	1	1	1
Benton	3	4	3	0	0	2	0
Chelan	3	3	3	0	1	1	1
Whitman	2	2	2	0	0	1	1
Thurston	2	2	3	0	0	1	2
Adams	1	2	1	0	1	0	0
Douglas	1	1	1	0	0	1	0
Walla Walla	1	1	1	0	0	1	0
Clallam	1	1	1	0	0	1	0
Grant	1	4	1	1	0	0	0
Klickitat	1	1	1	0	0	0	1
Okanogan	1	1	1	0	0	1	0
Lincoln	1	1	1	0	0	0	1

**Based on Pedestrian Status*

Pedestrian Collisions by City

	NUMBER OF PEDESTRIAN INVOLVED COLLISIONS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDESTRIANS	NUMBER OF PEDESTRIAN FATALITIES	NUMBER OF PEDESTRIAN DISABLING INJURIES	NUMBER OF PEDESTRIAN EVIDENT INJURIES	NUMBER OF PEDESTRIAN POSSIBLE INJURIES
NA	83	120	84	13	17	31	20
Seattle	36	43	38	4	6	15	12
Kent	13	15	14	0	1	6	5
Spokane	12	12	12	2	0	4	6
Bremerton	11	11	13	0	1	5	7
Everett	10	11	10	0	3	4	2
Tukwila	9	13	11	2	4	4	0
Lynnwood	9	11	13	1	3	4	2
Tacoma	9	9	9	0	2	4	2
Edmonds	6	6	6	0	3	1	2
Renton	6	7	6	0	2	1	3
Federal Way	6	6	6	1	1	3	1
Bellingham	5	6	5	0	1	3	1
SeaTac	4	4	4	0	0	4	0
Auburn	4	4	6	0	3	3	0
Marysville	4	4	4	0	1	3	0
Shoreline	4	4	4	0	1	2	1
Kenmore	3	4	3	0	0	2	1
Vancouver	3	4	3	1	1	0	1
Mukilteo	3	3	4	0	0	1	2
Bothell	3	5	3	0	0	2	1
Centralia	2	2	2	0	1	1	0
Wenatchee	2	2	2	0	1	0	1
Milton	2	2	2	0	0	1	1
Shelton	2	2	2	0	0	2	0
Yelm	2	2	3	0	0	1	2
South Bend	2	2	2	0	0	1	1
Spokane Valley	2	2	2	0	0	2	0
Toppenish	2	2	2	0	1	0	1
Lake Forest Park	2	2	4	0	1	0	3
Monroe	2	2	2	0	0	2	0
Kennewick	2	2	2	0	0	1	0
Lakewood	1	1	1	0	0	1	0

**Based on Pedestrian Status*

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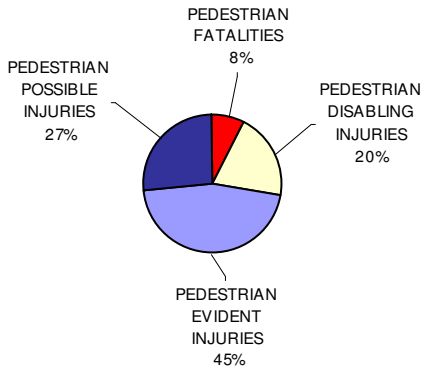
Kalama	1	2	1	1	0	0	0
Hoquiam	1	1	1	0	1	0	0
Westport	1	1	1	0	1	0	0
Mountlake Terrace	1	3	1	0	0	0	0
Kelso	1	1	1	0	0	1	0
Oak Harbor	1	1	1	0	0	0	1
Burlington	1	1	1	0	0	0	1
Battle Ground	1	1	1	0	0	1	0
Port Angeles	1	1	1	0	0	1	0
Washougal	1	1	1	0	0	1	0
Issaquah	1	1	1	0	0	1	0
Redmond	1	1	1	0	0	1	0
Bainbridge Island	1	1	1	0	0	1	0
Roy	1	1	1	0	0	1	0
Bonney Lake	1	1	1	0	0	1	0
White Salmon	1	1	1	0	0	0	1
McCleary	1	1	1	0	1	0	0
Port Orchard	1	1	1	0	0	0	1
Mill Creek	1	1	1	0	0	0	1
Colville	1	1	1	0	0	0	1
Selah	1	4	4	0	0	4	0
Anacortes	1	1	1	0	0	1	0
Covington	1	1	1	0	0	0	1
Raymond	1	1	1	0	1	0	0
Long Beach	1	1	1	0	1	0	0
Edgewood	1	1	1	0	0	0	1
Yakima	1	3	1	1	0	0	0
Pullman	1	1	1	0	0	1	0
Maple Valley	1	1	1	1	0	0	0
Des Moines	1	1	1	0	0	0	1
Omak	1	1	1	0	0	1	0
Davenport	1	1	1	0	0	0	1

Pedestrian Collisions by WSDOT Region

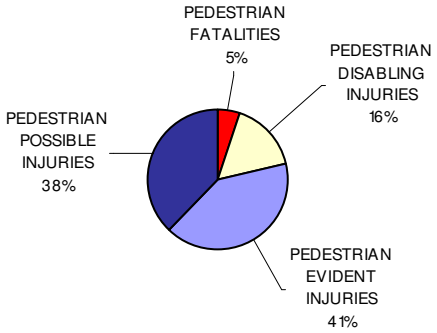
REGION	NUMBER OF PEDESTRIANS INVOLVED IN COLLISIONS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDESTRIANS	NUMBER OF PEDESTRIAN FATALITIES	NUMBER OF PEDESTRIAN DISABLING INJURIES	NUMBER OF PEDESTRIAN EVIDENT INJURIES	NUMBER OF PEDESTRIAN POSSIBLE INJURIES
Northwest Region	**163**	**192**	**178**	**13**	**34**	**75**	**45**
Olympic Region	59	66	62	3	10	25	23
Eastern Region	27	37	27	5	6	9	6
Southwest Region	22	24	22	2	2	8	9
South Central Region	18	33	21	3	5	9	3
North Central Region	8	12	8	1	2	3	2
Washington State Ferries	1	1	1	0	0	1	0
Total	298	365	319	27	59	130	88

(Based on Pedestrian status)

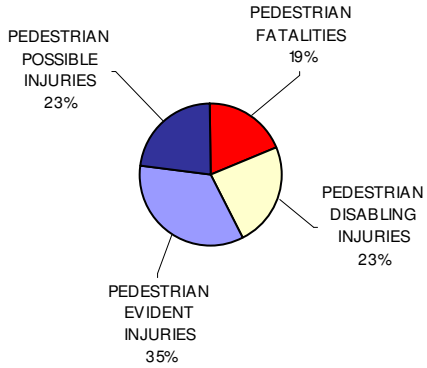
Northwest Region



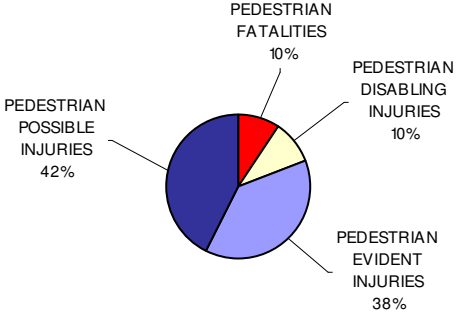
Olympic Region



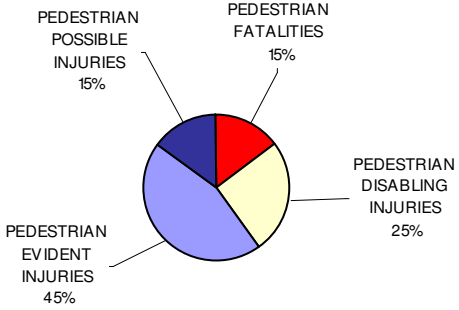
Eastern Region



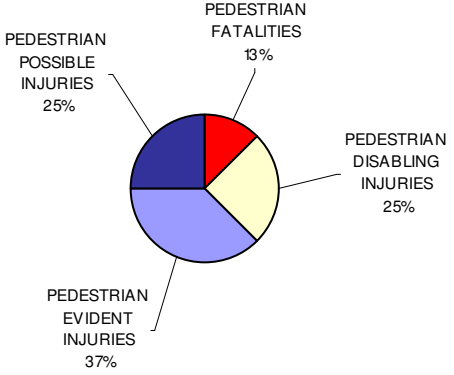
Southwest Region



South Central Region



North Central Region



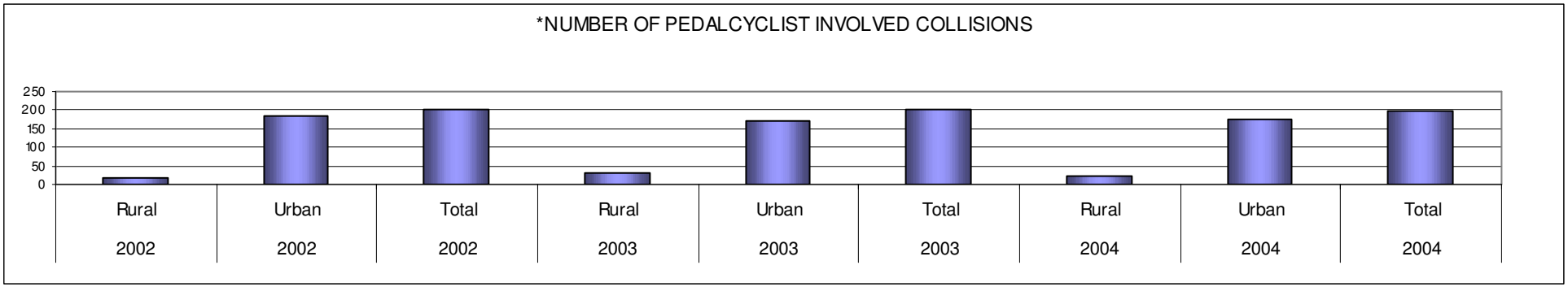
Pedalcyclist Collisions

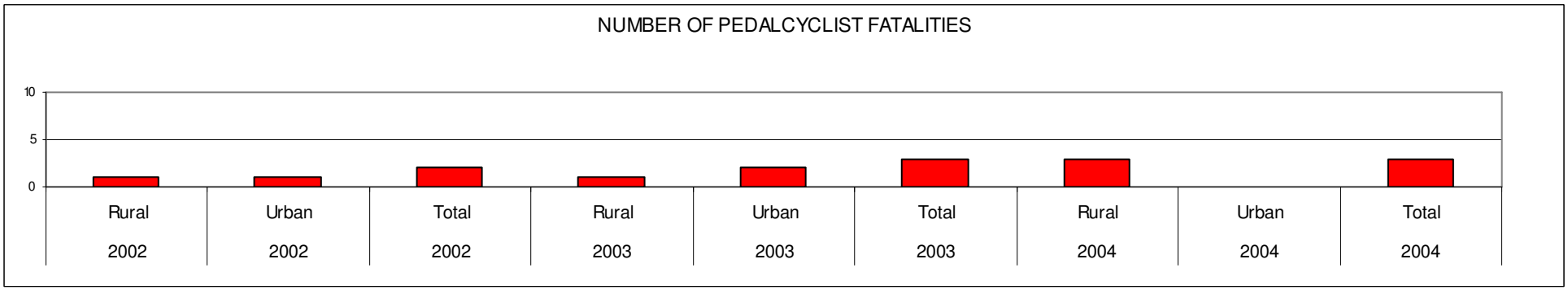
Pedalcyclist Fatalities and Injuries in Traffic Collisions – 3 Year Comparison

		*NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS	NUMBER OF PEDALCYCLISTS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDALCYCLIST FATALITIES	NUMBER OF PEDALCYCLIST DISABLING INJURIES	NUMBER OF PEDALCYCLIST EVIDENT INJURIES	NUMBER OF PEDALCYCLIST POSSIBLE INJURIES
2002	Rural	19	19	18	1	4	12	1
2002	Urban	183	186	179	1	17	103	57
2002	Total	202	205	197	2	21	115	58
2003	Rural	29	31	29	1	8	16	5
2003	Urban	173	174	173	2	18	84	58
2003	Total	202	205	202	3	26	100	63
2004	Rural	24	25	22	3	5	13	3
2004	Urban	174	174	170	0	13	96	48
2004	Total	198	199	192	3	18	109	51
Total		1,204	1,218	1,182	16	130	648	344

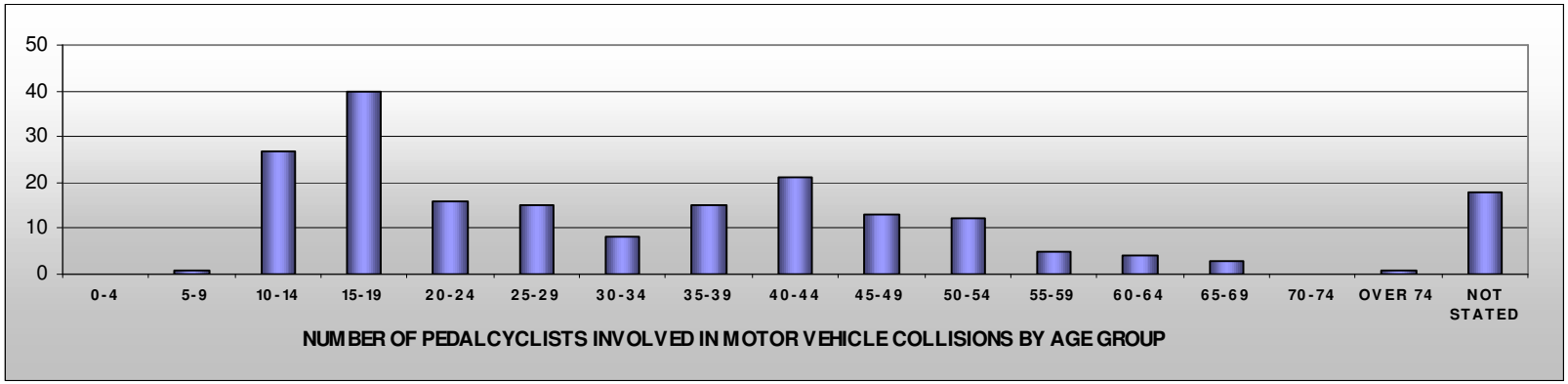
Based on pedalcyclist status (Bicycle or Tricycle)

Eighty-eight percent of all pedalcyclist involved collisions occur in urban areas. When just fatalities are concerned, the majority, 62%, occur in rural areas.





Pedalcyclist Collisions by Age and Gender

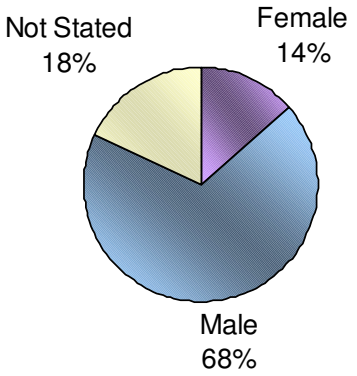


Of the 190 pedalcyclists, 35% were riders under the age of 20.

Since people between 15-19 years old experienced the most pedalcyclist collisions, they also had the highest involvement level within the Evident and Possible injury categories.

	NUMBER OF PEDALCYCLISTS	NUMBER OF PEDALCYCLIST FATALITIES	NUMBER OF PEDALCYCLIST DISABLING INJURIES	NUMBER OF PEDALCYCLIST EVIDENT INJURIES	NUMBER OF PEDALCYCLIST POSSIBLE INJURIES
0-4	0	0	0	0	0
5-9	1	0	0	1	0
10-14	27	0	**4**	15	6
15-19	**40**	0	2	**24**	**10**
20-24	16	0	1	10	5
25-29	15	**1**	1	7	5
30-34	8	0	2	4	2
35-39	15	**1**	1	9	4
40-44	21	0	1	13	5
45-49	13	0	0	7	4
50-54	12	0	3	5	3
55-59	5	0	1	3	1
60-64	4	**1**	0	1	1
65-69	3	0	1	1	1
70-74	0	0	0	0	0
OVER 74	1	0	1	0	0
NOT STATED	18	0	0	9	4
TOTAL	199	3	18	109	51

PEDALCYCLISTS INVOLVED IN MOTOR VEHICLE COLLISIONS



More than two-thirds of the collisions involved males, while females accounted for only 14%. In 18% of the collisions, the gender of the pedalcyclist was not stated.

	NUMBER OF PEDALCYCLISTS	NUMBER OF PEDALCYCLIST FATALITIES	NUMBER OF PEDALCYCLIST DISABLING INJURIES	NUMBER OF PEDALCYCLIST EVIDENT INJURIES	NUMBER OF PEDALCYCLIST POSSIBLE INJURIES
Female	27	**2**	1	12	10
Male	**136**	1	**15**	**79**	**34**
Not Stated	36	0	2	18	7
Total	199	3	18	109	51

Pedalcyclist vs. Driver Contributing Circumstances

Motor Vehicle Driver Contributing Circumstances in:

	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS
Fail to Yield Row to Pedalcyclist	74	0	61
Other	22	0	20
Inattention	9	0	8
Apparently Asleep	2	1	1
Under Influence of Alcohol	2	0	2
Exceeding Reas. Safe Speed	1	0	1
Disregard Stop Sign - Flashing Red	1	0	1
Disregard Stop and Go Light	1	0	1
Improper Parking Location	1	0	1
Operating Defective Equipment	1	0	0

Pedalcyclist Contributing Circumstances in:

	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS
Did Not Grant RW to Vehicle	48	1	42
On Wrong Side Of Road	30	0	28
Inattention	20	0	16
Disregard Stop and Go Light	14	0	10
Other	14	0	12
Under Influence of Alcohol	7	0	7
Headlight Violation	5	0	5
Disregard Stop Sign - Flashing Red	4	0	4
Exceeding Reas. Safe Speed	3	0	3
Operating Defective Equipment	3	0	2
Improper Passing	2	0	2
Follow Too Closely	2	1	1
Improper Turn	2	0	2
Fail to Yield Row to Pedestrian	2	1	1
Under Influence of Drugs	1	0	1
Over Center Line	1	0	1
Apparently Ill	1	0	1

Failure to yield accounted for the most frequent contributing circumstance, with 74 drivers and 48 pedalcyclists committing this offense.

Pedalcylists' second major contributor was riding on the wrong side of the road.

Pedalcyclists disregarded traffic control 9 times more often than drivers.

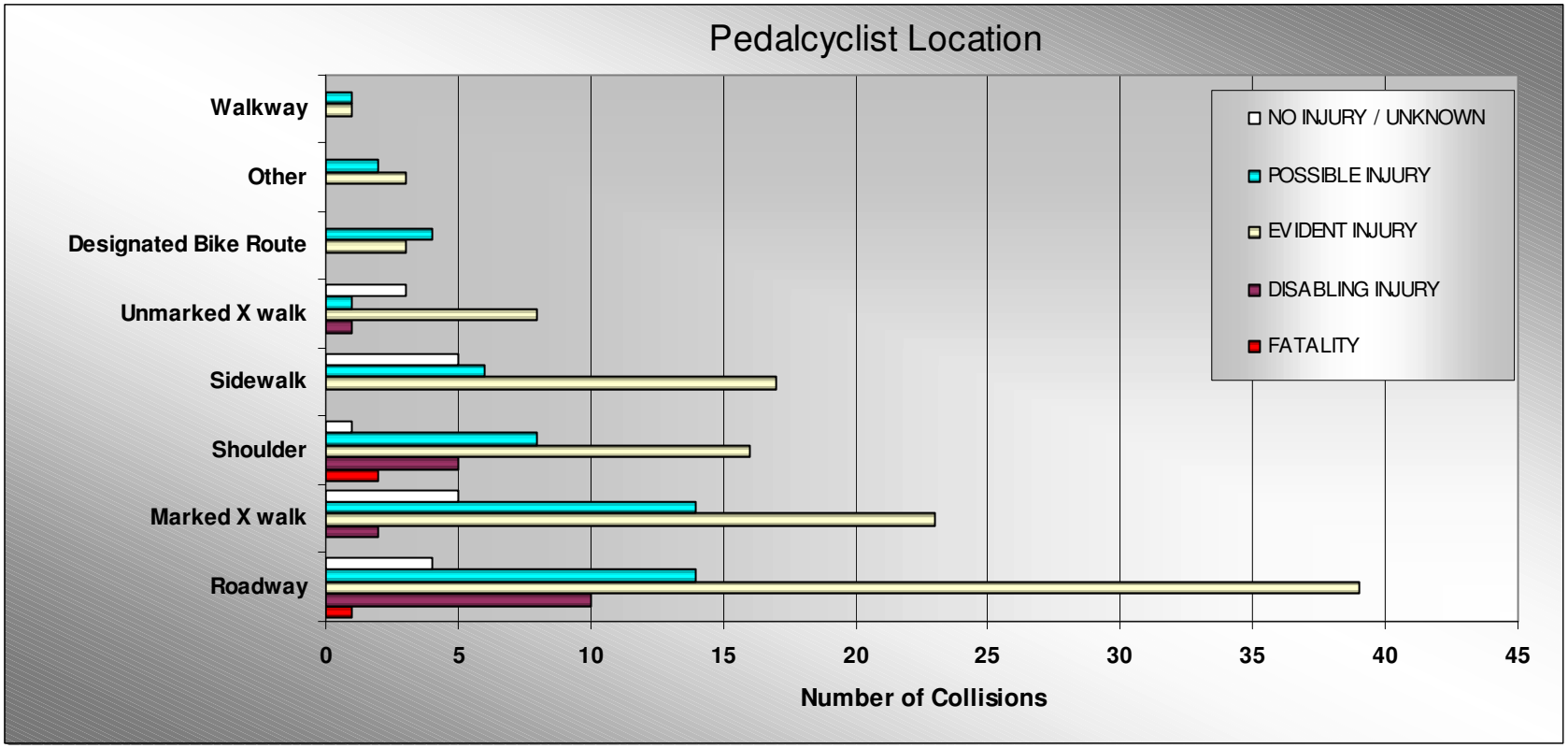
For pedalcyclist collsions, pedalcyclists were 3 times more often under the influence of alcohol than drivers.

Pedalcyclist Location (Pedalcyclist Was Using)

PEDALCYCLIST WAS USING	FATALITY	DISABLING INJURY	EVIDENT INJURY	POSSIBLE INJURY	NO INJURY / UNKNOWN	TOTAL
Roadway	1	10	39	14	4	68
Marked X walk	0	2	23	14	5	44
Shoulder	2	5	16	8	1	32
Sidewalk	0	0	17	6	5	28
Unmarked X walk	0	1	8	1	3	13
Designated Bike Route	0	0	3	4	0	7
Other	0	0	3	2	0	5
Walkway	0	0	1	1	0	2
TOTAL	3	18	110	50	18	199

Pedalcyclist fatalities account for less than 2% of all pedalcyclist involved in collisions.

Pedalcyclists in the roadway or crossing at a non-intersection location account for 34% of all pedalcyclists involved in collisions.



Pedalcyclist Collisions by County

	*NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS	NUMBER OF PEDALCYCLISTS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDALCYCLIST FATALITIES	NUMBER OF PEDALCYCLIST DISABLING INJURIES	NUMBER OF PEDALCYCLIST EVIDENT INJURIES	NUMBER OF PEDALCYCLIST POSSIBLE INJURIES
King	41	41	39	0	1	24	13
Snohomish	27	27	27	0	4	18	5
Spokane	24	24	25	0	1	14	5
Pierce	22	22	22	0	1	7	12
Kitsap	10	10	9	0	2	4	3
Skagit	8	8	8	1	1	4	2
Clark	8	8	8	0	1	6	0
Thurston	7	7	6	0	0	3	4
Cowlitz	7	7	7	0	0	5	2
Clallam	6	6	6	0	0	5	0
Whitman	5	5	3	0	2	2	0
Chelan	5	5	5	1	1	1	2
Whatcom	4	4	4	0	0	4	0
Island	4	4	4	0	0	0	1
Lewis	3	3	3	0	1	1	0
Benton	3	3	3	0	1	1	0
Grays Harbor	3	3	3	0	1	1	1
Jefferson	3	3	3	0	0	3	0
Pacific	3	3	3	0	1	1	1
Mason	1	1	1	0	0	1	0
Grant	1	1	0	0	0	1	0
Stevens	1	1	1	0	0	1	0
Franklin	1	1	1	0	0	1	0
Walla Walla	1	2	1	1	0	1	0

**Based on Pedalcyclist status*

Pedalcyclist Collisions by City

	*NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS	NUMBER OF PEDALCYCLISTS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDALCYCLIST FATALITIES	NUMBER OF PEDALCYCLIST DISABLING INJURIES	NUMBER OF PEDALCYCLIST EVIDENT INJURIES	NUMBER OF PEDALCYCLIST POSSIBLE INJURIES
NA	48	49	46	3	7	27	11
Spokane	18	18	19	0	0	10	5
Seattle	9	9	9	0	0	3	3
Tacoma	7	7	7	0	0	3	2
Everett	6	6	6	0	1	4	1
Spokane Valley	5	5	5	0	1	3	0
Lynnwood	5	5	5	0	0	5	0
Bothell	5	5	5	0	0	4	1
Bremerton	5	5	5	0	0	1	3
Oak Harbor	4	4	4	0	0	0	1
Vancouver	4	4	4	0	1	3	0
Kent	4	4	4	0	0	3	1
Longview	4	4	4	0	0	2	2
Redmond	4	4	4	0	0	4	0
Lake Forest Park	4	4	3	0	1	3	0
Puyallup	4	4	4	0	0	1	3
Bellingham	4	4	4	0	0	4	0
Renton	3	3	3	0	0	2	1
Colfax	3	3	2	0	1	1	0
Shoreline	3	3	2	0	0	0	3
Port Angeles	3	3	3	0	0	2	0
Centralia	2	2	2	0	0	1	0
Poulsbo	2	2	2	0	0	2	0
Mukilteo	2	2	2	0	1	1	0
Sedro-Woolley	2	2	2	0	1	1	0
Pullman	2	2	1	0	1	1	0
Mount Vernon	2	2	2	0	0	2	0
Lacey	2	2	2	0	0	0	2
Wenatchee	2	2	2	0	0	0	2
Edmonds	2	2	2	0	0	0	2
Richland	2	2	2	0	1	0	0
Kenmore	2	2	2	0	0	1	1
Port Townsend	2	2	2	0	0	2	0
Pasco	1	1	1	0	0	1	0

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Burlington	1	1	1	0	0	0	1
Auburn	1	1	1	0	0	1	0
Yelm	1	1	1	0	0	1	0
Woodinville	1	1	1	0	0	0	1
Raymond	1	1	1	0	0	1	0
Aberdeen	1	1	1	0	1	0	0
Olympia	1	1	1	0	0	0	1
Covington	1	1	1	0	0	1	0
Sumner	1	1	1	0	0	0	1
Anacortes	1	1	1	0	0	1	0
Bainbridge Island	1	1	1	0	1	0	0
Tukwila	1	1	1	0	0	0	1
SeaTac	1	1	1	0	0	1	0
Lakewood	1	1	1	0	0	0	1
Medical Lake	1	1	1	0	0	1	0
Woodland	1	1	1	0	0	1	0
Issaquah	1	1	1	0	0	0	1
Shelton	1	1	1	0	0	1	0
Colville	1	1	1	0	0	1	0
Castle Rock	1	1	1	0	0	1	0
Moses Lake	1	1		0	0	1	0

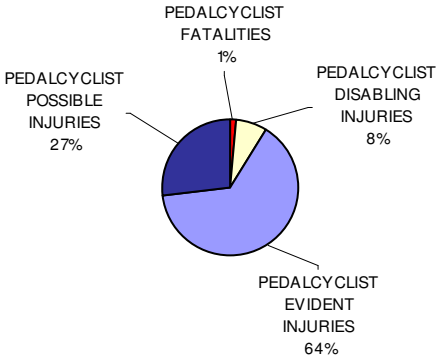
**Based on Pedalcyclist status*

Pedalcyclist Collisions by WSDOT Region

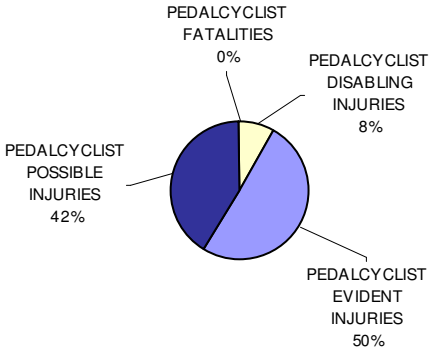
REGION	*NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS	NUMBER OF PEDALCYCLISTS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDALCYCLIST FATALITIES	NUMBER OF PEDALCYCLIST DISABLING INJURIES	NUMBER OF PEDALCYCLIST EVIDENT INJURIES	NUMBER OF PEDALCYCLIST POSSIBLE INJURIES
Northwest Region	**84**	**84**	**82**	**1**	**6**	**50**	**21**
Olympic Region	52	52	50	0	4	24	20
Eastern Region	30	30	29	0	3	17	5
Southwest Region	21	21	21	0	3	13	3
South Central Region	5	6	5	1	1	3	0
North Central Region	6	6	5	1	1	2	2
Total	198	199	192	3	18	109	51

**Based on Pedalcyclist status*

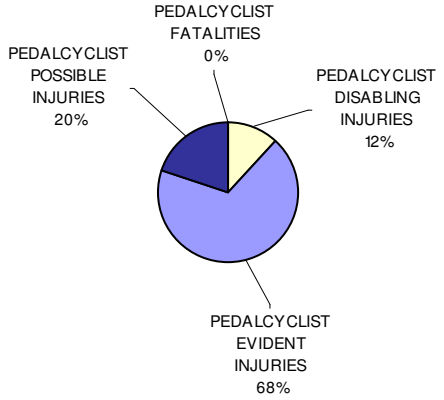
Northwest Region



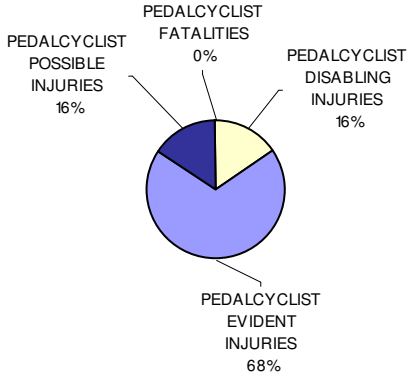
Olympic Region



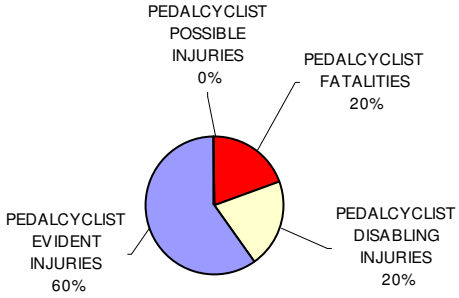
Eastern Region



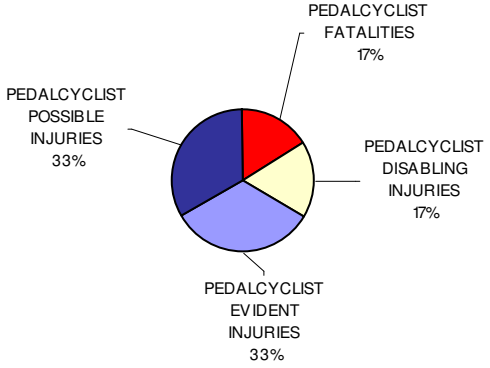
Southwest Region



South Central Region



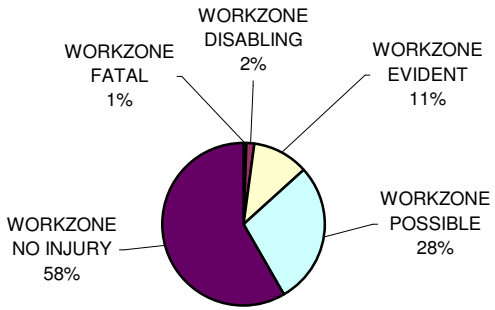
North Central Region



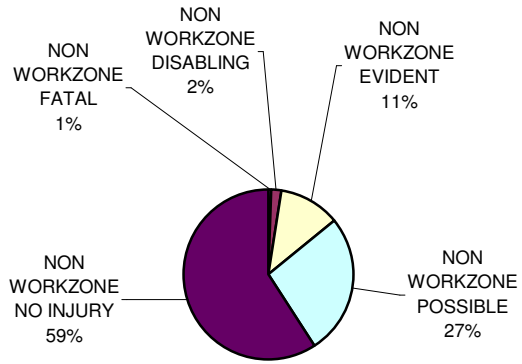
Work Zone Collisions
(6 Year Trend)

Work Zone vs. Non-Work Zone Collisions:

		1999	2000	2001	2002	2003	2004	Average
FATAL COLLISIONS	NON WORKZONE	302	295	278	284	253	246	276
	WORKZONE	5	8	12	6	5	2	6
	Total	307	303	290	290	258	248	283
DISABLING INJURY COLLISIONS	NON WORKZONE	1,106	1,060	1,043	1,006	841	844	983
	WORKZONE	26	18	26	9	11	13	17
	Total	1,132	1,078	1,069	1,015	852	857	1,001
EVIDENT INJURY COLLISIONS	NON WORKZONE	6,091	5,808	5,795	5,508	4,865	4,811	5,480
	WORKZONE	176	129	122	122	69	57	113
	Total	6,267	5,937	5,917	5,630	4,934	4,868	5,592
POSSIBLE INJURY COLLISIONS	NON WORKZONE	12,986	13,305	13,208	12,771	12,299	11,979	12,758
	WORKZONE	370	321	324	308	226	176	288
	Total	13,356	13,626	13,532	13,079	12,525	12,155	13,046
NO INJURY COLLISIONS	NON WORKZONE	28,074	27,534	27,941	28,959	28,077	29,104	28,282
	WORKZONE	714	627	697	644	504	378	594
	Total	28,788	28,161	28,638	29,603	28,581	29,482	28,876
GRAND TOTAL		49,850	49,105	49,446	49,617	47,150	47,610	



Average Severity of Workzone Collisions 1999-2004



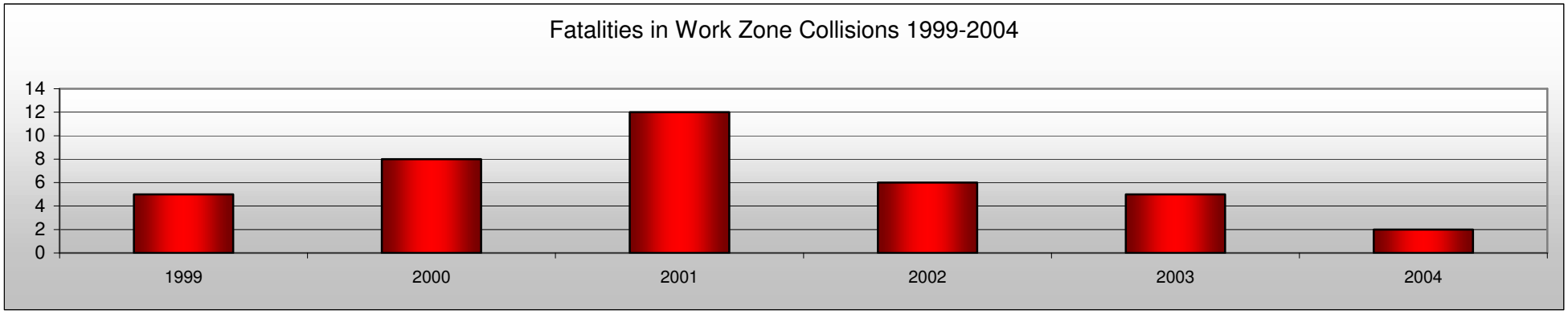
Average Severity of Non-Workzone Collisions 1999-2004

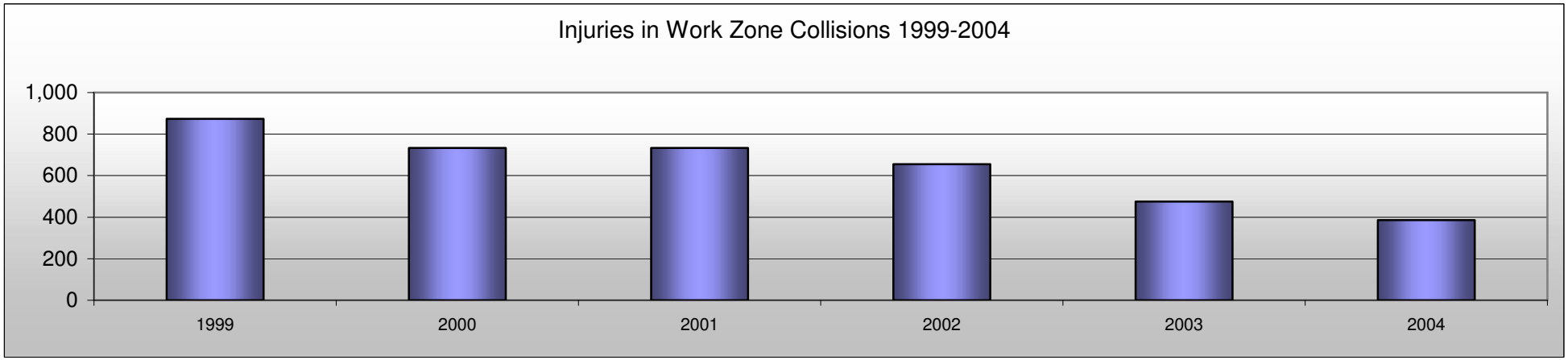
In a comparison between work zone and non-work zone collisions, the relative severity of the collisions are nearly identical. Since 1999, the number of work zone collisions has declined across all severity categories. Fatal, disabling injury, and possible injury collisions have all been reduced in half, while evident injury collisions have been cut by one-third. No injury collisions have experienced a significant decline as well.

Fatalities or Injuries in Work Zone Collisions

	1999		2000		2001		2002		2003		2004	
PERSON TYPE	FATALITIES	INJURIES	FATALITIES	INJURIES	FATALITIES	INJURIES	FATALITIES	INJURIES	FATALITIES	INJURIES	FATALITIES	INJURIES
MOTOR VEHICLE DRIVER/PASSENGER (non worker)	5	861	6	721	12	719	5	645	5	463	2	379
*OTHER (excluding roadway worker/flagger)	0	0	0	0	0	1	0	1	0	2	0	2
PEDALCYCLISTS	0	2	0	2	0	1	0	3	0	2	0	2
*PEDESTRIANS	0	2	1	1	0	5	1	2	0	3	0	2
FLAGGER/ROADWAY WORKER (on foot or in vehicle)	0	8	1	9	0	7	0	4	0	5	0	1
TOTAL	5	873	8	733	12	733	6	655	5	475	2	386

*See glossary for further definition

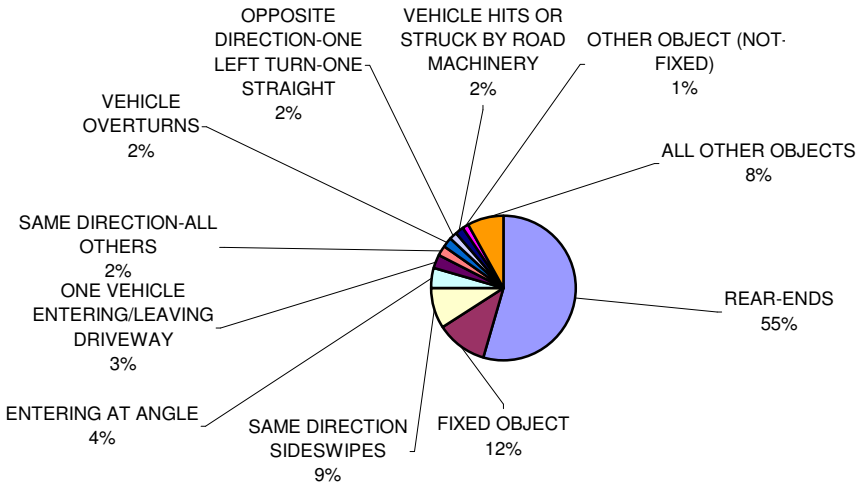




The overwhelmingly majority of people injured or killed in work zone collisions are motor vehicle drivers and passengers; pedalcyclists, pedestrians, flaggers and roadway workers account for less than 1% of these injuries or fatalities.

Work Zone Leading Collision Types

	1999	2000	2001	2002	2003	2004	Average
REAR-ENDS	730	623	656	653	462	341	578
FIXED OBJECT	151	140	179	104	81	77	122
SAME DIRECTION SIDESWIPES	124	111	114	70	87	77	97
ENTERING AT ANGLE	57	50	59	49	38	25	46
ONE VEHICLE ENTERING/LEAVING DRIVEWAY	36	32	30	46	31	14	32
SAME DIRECTION-ALL OTHERS	30	23	28	29	16	23	25
VEHICLE OVERTURNS	37	26	21	23	9	13	22
OPPOSITE DIRECTION-ONE LEFT TURN-ONE STRAIGHT	25	18	17	26	11	10	18
VEHICLE HITS OR STRUCK BY ROAD MACHINERY	0	0	1	35	40	15	15
OTHER OBJECT (NOT FIXED)	23	20	20	9	7	3	14
ONE PARKED-ONE MOVING	16	11	12	12	2	8	10
ALL OTHER NON-COLLISION	11	7	5	4	4	3	6
OPPOSITE DIRECTION-ALL OTHERS	9	8	4	5	6	1	6
PEDESTRIAN INVOLVED	6	7	7	6	4	3	6
SAME DIRECTION-ONE RIGHT TURN-ONE STRAIGHT	9	4	4	4	5	4	5
OPPOSITE DIRECTION SIDESWIPES	6	8	6	4	1	1	4
HEAD-ON	2	2	3	3	1	3	2
SAME DIRECTION-ONE LEFT TURN-ONE STRAIGHT	4	3	3	1	1	2	2
DOMESTIC/NON DOMESTIC ANIMAL	5	4	1	0	3	1	2
FIRE STARTED IN VEHICLE	4	2	3	2	2	0	2
BICYCLE INVOLVED	1	1	1	3	2	2	2
ONE VEHICLE ENTERING/LEAVING PARKED POSITION	1	1	4	0	1	0	1
OPPOSITE DIRECTION-ONE LEFT TURN-ONE RIGHT TURN	1	2	1	1	1	0	1
PERSON FELL, JUMPED OR WAS PUSHED FROM VEHICLE	2	0	1	0	0	0	1
BREAKAGE OF ANY PART OF VEHICLE RESULTING IN INJURY OR IN FURTHER PROPERTY DAMAGE	1	0	1	0	0	0	0

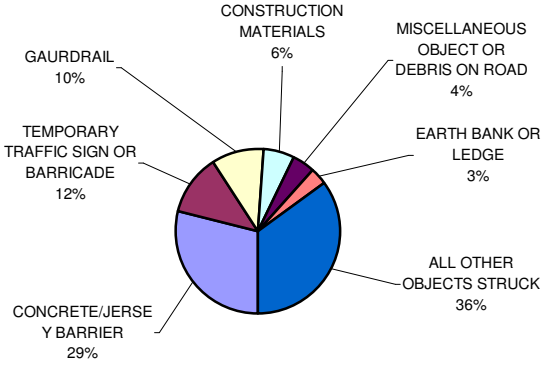


Average of Leading Work Zone Collision Types 1999-2004

The most common collision type in work zones is rear-end, followed by hitting fixed objects and same direction sideswipes. On average, vehicles striking or being struck by construction machinery occurred only 2% of the time.

Leading Fixed Objects that Were Struck in Work Zone Collisions

	1999	2000	2001	2002	2003	2004	Average
CONCRETE/JERSEY BARRIER	41	46	59	24	16	22	35
TEMPORARY TRAFFIC SIGN OR BARRICADE	22	14	15	21	8	6	14
GUARDRAIL	16	10	16	6	18	9	13
CONSTRUCTION MATERIALS	5	3	10	7	7	11	7
MISCELLANEOUS OBJECT OR DEBRIS ON ROAD	6	7	7	5	5	1	5
EARTH BANK OR LEDGE	6	4	5	9	0	1	4
CRASH CUSHION-IMPACT ATTENUATOR	10	4	3	2	4	5	5
WOOD SIGN POST	4	5	10	1	2	4	4
BRIDGE RAIL	2	6	6	3	5	2	4
TREE OR STUMP (STATIONARY)	5	3	3	6	1	0	3
FENCE	2	7	3	3	5	1	4
ROADWAY DITCH	4	1	4	2	7	3	4
OTHER OBJECTS	3	2	1	5	3	4	3
OVER EMBANKMENT-NO GUARDRAIL PRESENT	6	1	2	3	0	3	3
RETAINING WALL (CONCRETE, ROCK, BRICK, ETC.)	2	0	4	3	2	0	2
STREET LIGHT POLE OR BASE	3	2	4	1	0	0	2
CURB, RAISED TRAFFIC ISLAND OR RAISED MEDIAN CURB	4	2	2	4	1	1	2
ROCK BANK OR LEDGE	2	2	2	1	2	2	2
METAL SIGN POST	0	1	2	2	0	2	1
UTILITY POLE OR BOX	0	0	2	1	2	0	1
UNDERSIDE OF BRIDGE	0	0	2	0	0	1	1
BRIDGE COLUMN, PIER OR PILLAR	2	0	0	0	0	1	1
CULVERT AND/OR OTHER APPURTENANCE IN DITCH	2	1	1	0	0	0	1
MANHOLE COVER	1	1	0	1	1	0	1
BUILDING	1	1	0	0	0	0	0
SNOW BANK	1	0	1	0	0	0	0
FIRE HYDRANT	0	0	1	1	0	0	0
CLOSED TOLL GATE	0	1	0	0	0	1	0
BRIDGE ABUTMENT	0	0	0	1	0	0	0
BOULDER (STATIONARY)	1	0	0	0	0	0	0
TRAFFIC SIGNAL POLE OR BOX	0	0	0	1	0	0	0



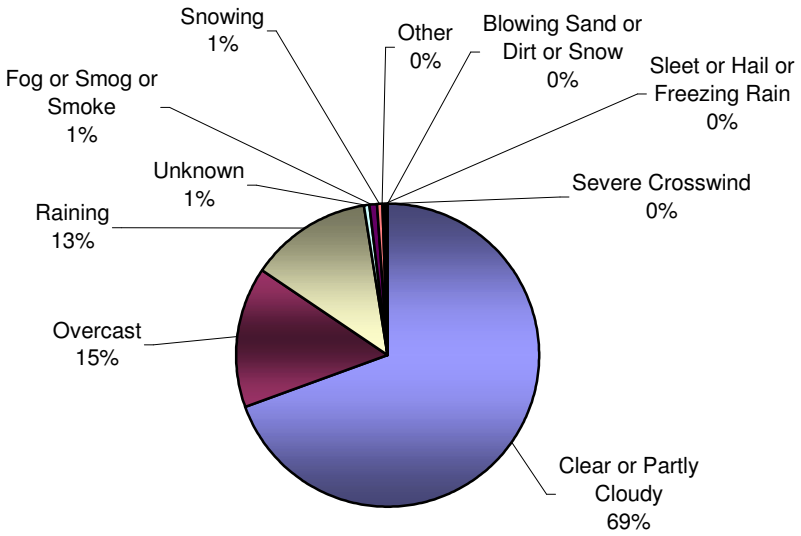
Leading Fixed Objects Struck in Work Zone Collisions

Striking a concrete or jersey barrier is the most common object struck within work zones, accounting for an average of 29% of the collisions since 1999. However, the actual number of collisions involving these types of barriers has declined nearly 50% during this same period.

Many of the objects struck are associated with construction operations, such as temporary traffic sign or barricades, construction materials and crash cushion-impact attenuators.

Work Zone Collisions by Weather Conditions

	1999	2000	2001	2002	2003	2004	Average
Clear or Partly Cloudy	892	780	783	758	587	436	706
Overcast	181	155	179	178	117	103	152
Raining	182	134	191	125	98	68	133
Unknown	10	6	11	8	3	8	8
Fog or Smog or Smoke	9	8	6	4	6	6	7
Snowing	3	15	7	8	1	2	6
Other	8	1	2	7	3	1	4
Sleet or Hail or Freezing Rain	1	3	1	0	0	2	1
Blowing Sand or Dirt or Snow	4	1	1	1	0	0	1
Severe Crosswind	1	0	0	0	0	0	0

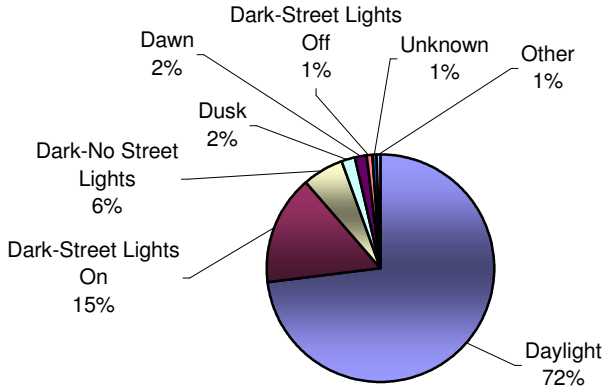


Average of Work Zone Collisions by Weather Conditions 1999-2004

Most work zone collisions occur in clear or partly cloudy weather conditions. The trend for the three major types of weather conditions, clear or partly cloudy, overcast and raining are fairly consistent over the years.

Work Zone Collisions by Light Conditions

	1999	2000	2001	2002	2003	2004	Average
Daylight	970	807	849	819	564	445	742
Dark-Street Lights On	167	171	195	169	135	113	158
Dark-No Street Lights	63	64	83	59	53	40	60
Dusk	46	26	14	15	9	8	20
Dawn	28	19	21	15	14	8	18
Dark-Street Lights Off	14	3	8	4	32	5	11
Unknown	3	13	11	7	5	5	7
Other	0	0	0	1	3	2	1

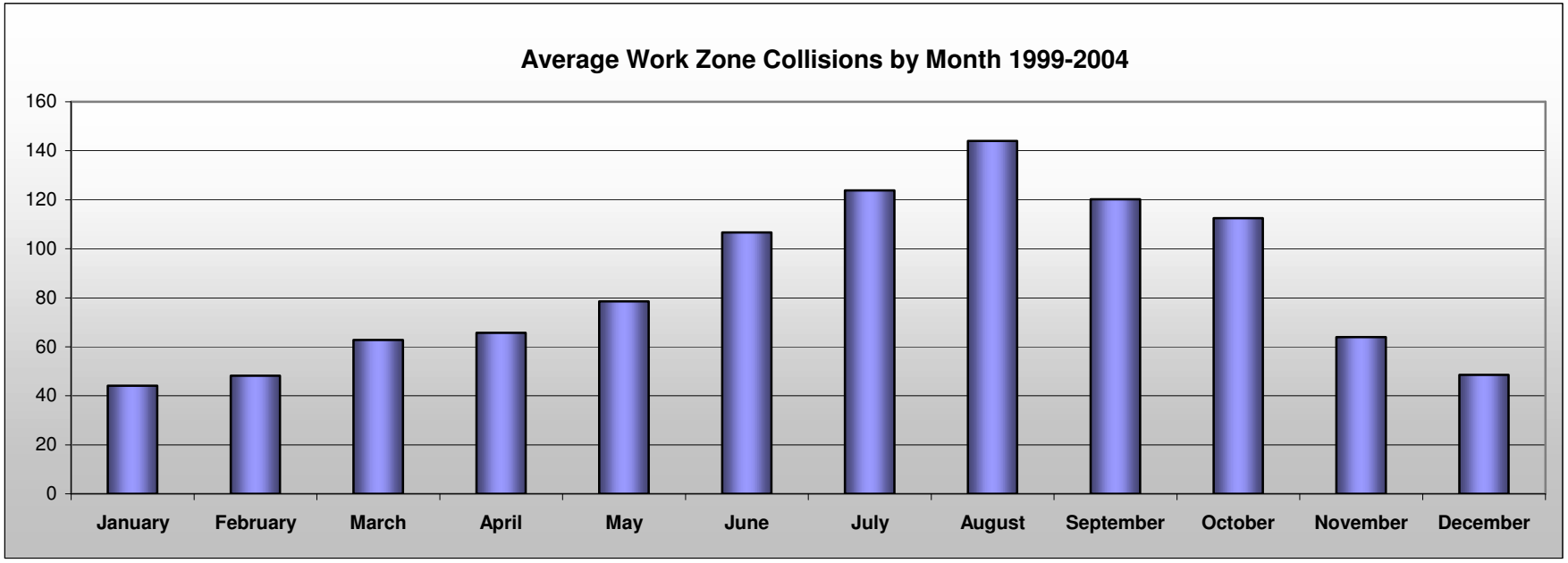


Average of Work Zone Collisions by Light Conditions
1999-2004

A majority of collisions occurred during daylight conditions. The trend for the two major types of light conditions, daylight and dark with street lights on, are fairly consistent over the years.

Work Zone Collisions by Month

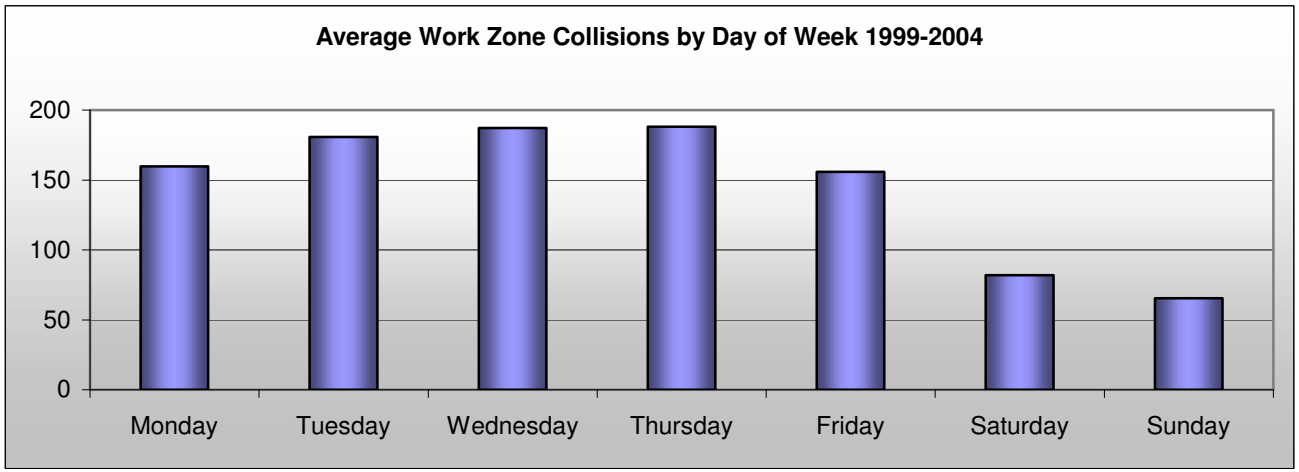
	1999	2000	2001	2002	2003	2004	Average
January	50	63	59	47	20	24	44
February	37	67	53	75	30	27	48
March	59	79	76	61	49	52	63
April	71	52	91	81	43	55	66
May	78	68	107	92	68	57	78
June	108	101	131	118	101	80	107
July	132	125	154	130	136	64	124
August	207	173	148	145	106	85	144
September	179	152	107	131	98	53	120
October	173	128	124	101	88	61	113
November	113	63	73	67	31	38	64
December	84	32	58	41	45	30	48



On average, work zone collisions increase steadily from spring through the summer months, before declining in fall and winter. This reflects the cycle when most work zone activity is occurring. August typically experiences the highest number of work zone collisions. However, the actual number of collisions occurring in this month has decreased by nearly 60% since 1999.

Work Zone Collisions by Day of Week

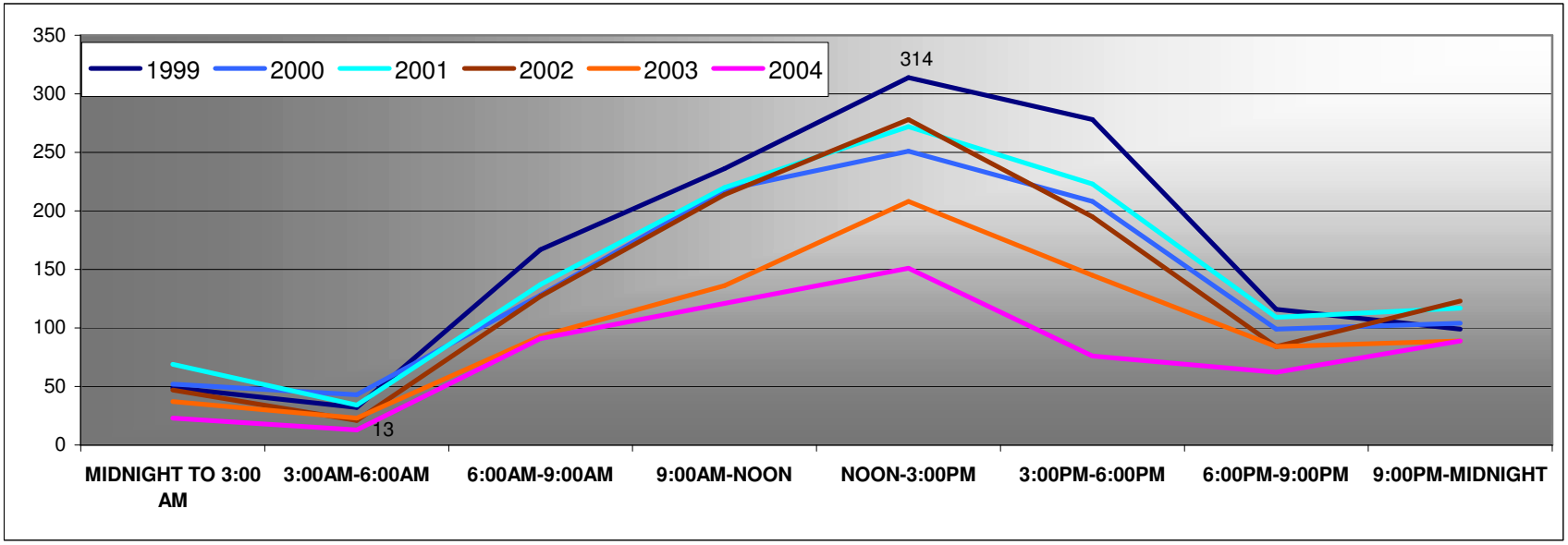
	1999	2000	2001	2002	2003	2004	Average
Monday	212	178	170	170	122	106	160
Tuesday	228	188	218	214	124	113	181
Wednesday	237	204	223	204	142	111	187
Thursday	238	201	231	196	141	118	188
Friday	210	168	173	163	124	96	156
Saturday	93	102	87	77	85	47	82
Sunday	73	62	79	65	77	35	65



On average, 55% of work zone collisions occur Tuesday through Thursday.

Work Zone Collisions by Hour

	1999	2000	2001	2002	2003	2004
MIDNIGHT TO 3:00 AM	49	52	69	47	37	23
3:00AM-6:00AM	32	43	34	21	23	13
6:00AM-9:00AM	167	128	137	127	93	91
9:00AM-NOON	236	218	220	214	136	121
NOON-3:00PM	314	251	272	278	208	151
3:00PM-6:00PM	278	208	223	195	145	76
6:00PM-9:00PM	116	99	109	84	84	62
9:00PM-MIDNIGHT	99	104	117	123	89	89



On average, the period from Noon to 3:00 PM experiences the most work zone collisions, while the period from 3:00 to 6:00 AM has the fewest. This information corresponds with the majority of collisions occurring during daylight conditions.

Work Zone Collisions by City

	1999	2000	2001	2002	2003	2004	Total
NA	435	391	399	350	260	237	2,072
Spokane Valley	135	112	30	12	33	52	374
Seattle	80	47	81	74	35	18	335
Tacoma	39	67	103	75	26	22	332
Kent	16	17	69	68	18	13	201
Bellevue	49	21	18	31	29	48	196
Vancouver	24	39	65	35	10	15	188
Federal Way	11	6	24	65	24	28	158
Bellingham	52	21	13	11	42	12	151
Lynnwood	25	4	43	37	35	6	150
Bothell	52	30	18	26	3	4	133
Everett	18	13	13	34	16	8	102
Spokane	35	26	23	11	6	0	101
Tukwila	18	6	14	14	22	7	81
Edmonds	25	38	3	2	3	0	71
Redmond	13	14	13	4	14	9	67
Richland	3	11	14	1	17	21	67
Renton	15	20	15	12	2	1	65
Lakewood	21	26	6	4	4	1	62
Mukilteo	7	3	4	9	25	13	61
SeaTac	5	3	13	21	8	5	55
Bremerton	8	9	8	8	7	9	49
Shoreline	7	1	7	15	17	2	49
Issaquah	1	3	11	16	6	9	46
Kennewick	5	27	3	9	0	1	45
Mill Creek	7	3	3	2	15	14	44
Lacey	1	11	10	12	7	0	41
Auburn	11	3	13	6	2	5	40
Mount Vernon	6	8	15	1	3	7	40
Aberdeen	15	5	3	3	5	5	36
Yakima	17	1	0	7	0	1	26
Des Moines	2	3	2	2	6	11	26
Moses Lake	12	1	10	0	0	2	25
Centralia	4	5	6	7	1	1	24
Puyallup	5	2	3	4	8	2	24
Kirkland	5	2	3	10	2	1	23
Fife	3	0	3	2	13	0	21
Olympia	8	5	3	2	0	1	19
Port Angeles	5	3	4	1	1	2	16
Chehalis	0	11	4	0	1	0	16
Burlington	1	2	6	0	6	0	15
Longview	2	4	4	4	0	0	14
Battle Ground	3	1	0	0	8	2	14
Tumwater	3	3	3	1	3	1	14
Walla Walla	1	4	2	0	6	0	13
Pasco	2	4	1	3	3	0	13
Pullman	4	3	1	2	1	1	12
Monroe	1	1	7	3	0	0	12
Marysville	0	6	1	1	0	3	11
Kelso	2	4	2	1	1	1	11
Yelm	2	0	1	8	0	0	11
Arlington	1	2	1	3	0	3	10
Maple Valley	1	2	3	3	1	0	10
Camas	2	0	1	5	1	1	10

	1999	2000	2001	2002	2003	2004	Total
Sumner	0	1	2	1	5	1	10
Wenatchee	0	3	0	2	2	2	9
Mountlake Terrace	0	0	1	0	7	1	9
Milton	0	2	1	2	4	0	9
Covington	0	1	0	4	2	1	8
Gig Harbor	2	3	3	0	0	0	8
Algona	1	2	5	0	0	0	8
Sedro-Woolley	5	1	0	1	0	1	8
Hoquiam	4	0	2	0	0	1	7
Pacific	3	1	1	0	2	0	7
Ferndale	3	4	0	0	0	0	7
Colville	0	1	1	3	2	0	7
Anacortes	1	3	1	0	1	1	7
Snohomish	0	0	1	0	2	3	6
Liberty Lake	1	0	0	3	2	0	6
Kenmore	0	1	3	1	1	0	6
Lynden	0	0	2	0	4	0	6
Lake Forest Park	0	1	5	0	0	0	6
Oak Harbor	1	0	1	2	0	1	5
Bainbridge Island	2	0	0	1	2	0	5
Enumclaw	1	3	1	0	0	0	5
Toppenish	0	5	0	0	0	0	5
Mercer Island	0	2	2	1	0	0	5
Sultan	3	0	0	1	0	0	4
Medina	0	0	0	4	0	0	4
Sequim	2	0	1	0	1	0	4
Airway Heights	4	0	0	0	0	0	4
Woodinville	2	1	0	0	1	0	4
Port Townsend	0	1	3	0	0	0	4
Elma	1	0	0	1	2	0	4
Blaine	2	0	1	1	0	0	4
Woodland	1	0	2	0	1	0	4
Port Orchard	0	0	1	1	2	0	4
Bonney Lake	1	0	0	1	0	1	3
Poulsbo	1	0	0	1	1	0	3
Burien	0	0	0	1	1	1	3
Clarkston	0	1	0	2	0	0	3
Tenino	1	0	1	1	0	0	3
Orting	1	1	0	0	1	0	3
North Bend	0	1	0	0	1	1	3
Edgewood	2	0	0	1	0	0	3
Ellensburg	0	2	1	0	0	0	3
Ridgefield	0	0	1	0	2	0	3
Twisp	0	1	0	1	1	0	3
Chelan	0	0	1	0	0	2	3
Cheney	1	0	1	0	0	0	2
Shelton	0	1	0	1	0	0	2
Castle Rock	1	0	0	0	1	0	2
Lake Stevens	2	0	0	0	0	0	2
Cosmopolis	0	0	0	1	0	1	2
Normandy Park	0	0	1	1	0	0	2
East Wenatchee	1	1	0	0	0	0	2
Washougal	2	0	0	0	0	0	2
Riverside	0	0	2	0	0	0	2

	1999	2000	2001	2002	2003	2004	Total
Ephrata	1	1	0	0	0	0	2
Sammamish	0	0	0	2	0	0	2
College Place	1	1	0	0	0	0	2
Entiat	0	0	0	1	0	1	2
Grandview	1	0	0	0	0	1	2
South Bend	1	0	0	1	0	0	2
Black Diamond	0	0	0	2	0	0	2
Granite Falls	0	0	0	0	2	0	2
Cle Elum	0	0	1	0	0	0	1
Connell	1	0	0	0	0	0	1
Long Beach	0	0	0	0	1	0	1
Othello	0	0	1	0	0	0	1
Forks	0	0	1	0	0	0	1
St. John	0	0	0	1	0	0	1
Duvall	0	0	1	0	0	0	1
Roy	1	0	0	0	0	0	1
McCleary	0	0	1	0	0	0	1
Okanogan	1	0	0	0	0	0	1
Westport	0	1	0	0	0	0	1
Sumas	1	0	0	0	0	0	1
Wapato	0	1	0	0	0	0	1
Palouse	0	1	0	0	0	0	1
Yarrow Point	1	0	0	0	0	0	1
Winthrop	0	0	1	0	0	0	1
West Richland	0	0	0	0	1	0	1
Gold Bar	0	0	1	0	0	0	1
Raymond	1	0	0	0	0	0	1
Coupeville	0	0	0	1	0	0	1
Bingen	0	0	0	0	1	0	1
Colfax	0	0	0	0	1	0	1
Carnation	0	0	0	0	1	0	1
Quincy	0	0	0	1	0	0	1
Sunnyside	1	0	0	0	0	0	1
Napavine	0	0	1	0	0	0	1
Prosser	1	0	0	0	0	0	1
Omak	0	0	0	1	0	0	1
Hunts Point	1	0	0	0	0	0	1
Brewster	0	0	0	1	0	0	1
Stanwood	0	0	0	0	1	0	1
Union Gap	1	0	0	0	0	0	1
Warden	0	0	0	1	0	0	1
White Salmon	0	0	0	0	0	1	1

Work Zone Collisions by County

	1999	2000	2001	2002	2003	2004	Total
King	301	179	343	407	221	198	1,649
Snohomish	173	194	186	184	179	93	1,009
Pierce	116	131	154	104	80	60	645
Spokane	201	162	57	47	58	67	592
Clark	55	88	122	85	36	34	420
Whatcom	91	35	20	16	48	17	227
Kitsap	41	16	37	45	19	18	176
Thurston	23	38	38	48	15	6	168
Benton	14	41	18	14	19	25	131
Skagit	21	15	38	6	19	14	113
Grays Harbor	27	25	15	10	14	14	105
Lewis	15	31	21	14	7	3	91
Yakima	34	25	6	14	0	6	85
Cowlitz	20	15	15	10	16	5	81
Kittitas	21	16	12	7	3	17	76
Clallam	36	4	9	4	6	9	68
Grant	18	7	14	7	10	5	61
Walla Walla	13	8	2	10	14	6	53
Whitman	16	11	2	4	5	1	39
Mason	7	11	8	8	2	0	36
Douglas	2	14	5	0	10	4	35
Chelan	6	5	5	9	4	6	35
Okanogan	7	4	10	7	3	0	31
Adams	6	4	10	1	2	3	26
Island	6	3	4	7	3	2	25
Stevens	3	1	3	6	9	1	23
Jefferson	0	7	8	0	1	4	20
Franklin	3	6	2	4	3	0	18
Klickitat	1	3	4	2	3	2	15
Pacific	5	1	1	4	1	1	13
Pend Oreille	6	0	3	2	1	0	12
Lincoln	0	0	3	0	0	4	7
Asotin	1	1	1	3	1	0	7
Wahkiakum	1	0	1	0	0	1	3
Skamania	0	1	2	0	0	0	3
Ferry	1	0	2	0	0	0	3
Columbia	0	0	0	0	2	0	2
Garfield	0	1	0	0	1	0	2
Total	1,291	1,103	1,181	1,089	815	626	6,105

Glossary of Terms

Accident Rate: Number of reportable collisions for a specified segment of public roadway per 1 million vehicle miles of travel, unless otherwise stated.

Alcohol Involved Collision: Collision in which a motor vehicle driver, pedestrian or pedalcyclist is listed on the collision report by a law enforcement officer as having been drinking alcoholic beverages before the collision.

Alcohol Involved Ability Impaired Collision: Collision in which the condition and behavior of a motor vehicle driver, pedestrian or pedalcyclist at the time of the collision was influenced by drinking alcoholic beverages before the collision.

Collision: An unintended event that causes a death, injury or property damage and involves at least one motor vehicle or pedalcyclist on a public roadway. See 'Reportable Collision'.

Contributing Circumstance: An element or driving action that, in the reporting officer's opinion, best describes the main cause of the collision. First, second and third contributing causes are collected for each motor vehicle driver, pedalcyclist and pedestrian involved in the collision.

Disabling Injury: Any injury other than a fatal injury that prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.

Disabling Injury Collision: Any collision in which the most severe level of injury sustained by the person(s) involved is a disabling injury.

Driver (operator): A person who is in actual physical control of a motor vehicle on a public roadway.

Evident Injury: A non-disabling injury sustained by a person involved in the collision, such as: *broken fingers or toes, abrasions, contusions, etc.*

Evident Injury Collision: Any collision in which the most severe level of injury sustained by the person(s) involved is an evident injury.

Fatal Collision: Any collision that results in the death of one or more persons due to injuries received from the collision within 30 days of the collision.

Fatal Injury: An injury sustained by a person involved in the collision that results in the death of that person within 30 days of the collision.

Fatality: A person who died within 30 days of a collision as a result of injuries sustained in the collision.

Fatal Accident Rate: Number of reportable fatal collisions for a specified segment of public roadway per 100 million vehicle miles of travel, unless otherwise stated.

Fatality Rate: Number of deaths resulting from reportable collisions for a specified segment of public roadway per 100 million vehicle miles of travel, unless otherwise stated.

Fixed Object: Stationary structure or substantial vegetation attached to the terrain.

Functional Class: Classification of types of state highways. In order of priority they are: Interstate, Principal Arterial, Minor Arterial, Collector (further broken down by urban and rural).

Injury: Bodily harm to a person as a result of a motor collision. Refer to:

- Fatal Injury
- Disabling Injury
- Evident Injury
- Possible Injury

Licensed Driver: A person who is licensed by any state, province or other governmental entity to operate a motor vehicle on public roadways.

Motor Vehicle: Any motorized device in, upon or by which any person or property is or may be transported or drawn upon a public roadway, excepting devices used exclusively upon stationary rails or tracks. This includes every motorized vehicle that is self-propelled or propelled by electric power (excluding motorized wheel-chairs), including that obtained from overhead trolley wires but not operated on rails.

Most Severe Injury of Collision: (**MSVJ**): a category given to an individual collision based on the most severe level of injury sustained in the collision:

- Fatal Injury
- Disabling Injury
- Evident Injury
- Possible Injury
- Property Damage Only (no injury)

No Injury Collision: Any collision in which none of the persons involved sustained any bodily harm due to the collision.

Non-Motorist on a Personal Conveyance: A personal conveyance is (1) a human-powered, non-motorized device not propelled by pedaling, or (2) such devices even when motorized. Includes rideable toys (roller skates, inline skates, skateboards, skates, baby carriages, scooters, toy wagons,), motorized rideable toys (motorized skateboard, motorized scooter, motorized toy car), devices for personal mobility assistance (segway-style devices, motorized and non-motorized wheelchairs, handicapped scooters).

Exclusions: Golf carts, low speed vehicles (LSV), go carts, and mini-bikes are excluded because they are motor vehicles.

Other Pedestrian: Flagger, Roadway Worker, Emergency Response Personnel, a person in a Home or place of Business (vehicle enters home or business striking a person), an Officer on foot pursuit, a person afoot fleeing pursuit, etc.).

Passenger: A person who is the occupant of a vehicle other than the driver.

Pedalcycle: Every vehicle propelled exclusively by human power upon which any person may ride, including unicycles, bicycles and tricycles. This does not include scooters and similar devices.

Pedalcyclist: Any Person operating or riding upon a pedalcycle.

Pedestrian: Any person afoot, or any Non-Motorist on a Personal Conveyance (See Non-Motorist on a Personal Conveyance).

Possible Injury: Any injury reported to the officer or claimed by an individual involved in a collision such as: *momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea, hysteria, etc.*

Possible Injury Collision: Any collision in which the most severe level of injury sustained by the person(s) involved is a possible injury.

Property Damage Only Collision: Any collision in which there was damage to property, but no injuries or fatalities to people.

Reportable Collision: An unintended event on a public roadway involving at least one motor vehicle or pedalcyclist, consisting of at least $700 worth of damage to any one person's property, or else injury or death to any person involved in the collision.

Restraint: A device such as a seat belt, shoulder belt, or child seat used to hold the occupant of a motor vehicle in the seat at all times while the vehicle is in motion.

Rural: All areas, incorporated and unincorporated, with a population of less than 5,000.

Urban: Any incorporated area with a population of over 5,000.

Vehicle Miles Traveled (VMT): the number of miles traveled annually by motor vehicles in the state of Washington (this figure is formulated by the Transportation Data Office of WSDOT).

Work Zone: Any activity involving construction, maintenance or utility work on or in the immediate vicinity of a public roadway. A work zone may be active (workers present) or inactive (workers not present).

Work Zone Collision: A collision that occurred in a work zone or within the immediate vicinity of a work zone. In the case of a divided roadway, the immediate vicinity includes the opposing lanes of traffic. The work activity need not necessarily have contributed to the collision. In addition a collision may also be considered as related to work zone activity if it occurs as a result of slowing or stoppage of traffic due to work zone activity ahead of the immediate collision site.